

Apex

March 2010

Looking Through The Curve

Official newsletter of Bluegrass Beemers, Inc. Lexington, Kentucky
MOA #146 RA #4-49 <http://www.bluegrassbeemers.org>



Join in the fun with kindred souls at the Annual Bluegrass Beemers Awards Banquet

March 13th

5:30 p.m., Hall's On the River

Send awards information

**Total Miles Ridden and
Number of Motorcycle Events**

to Roy Rowlett at kr4mo@yahoo.com

\$12.00 Annual Dues payable in March to Roy Rowlett

'Shinefest' rally, May 21-22, Indian Ridge Campground, 12 miles south of Campbellsville

By William E. Denzer

Come back again or for the first time to one of the finest rally locations in the Cumberland!

Located at THE INDIAN RIDGE CAMPGROUNDS: 300 Campgrounds, rd.! Ph. # 270-465-7697 and located 12 mi. south of Campbellsville,

Ky. 42718 off of Ky. St. Rd. #55!

Wooded campsites all with water and electricity, in either open or semi-secluded areas also cabins which are limited in numbers.

Rally fee (not including camp fees) \$13/person ABC members or \$15/p non-ABC members!

Camp store with snacks, pool table, great shower/bathroom facilities, outdoors and indoor shelters in case of weather has-

sles, swimming pool, b'ball, horseshoes, etc.! Restaurants and adult beverages not far away.

Rally fee includes the following: Friday night cook your own dogs/burgers (provided), beverages and then Sat. as you either explore or relax, there'll be several pork roasts attended on the slow smoker to be simmered in a rich B.B.Que sauce served up Sat. evening with all the fixings you may recall from

cookouts in the past at uncle Bob's, followed by vendor donated prize drawings and some awards! A \$2 get-a-way breakfast Sunday morning!

Area attractions include: The National Corvette Museum, Makers Mark Distillery, Mammoth Cave and of course the wonderful roads of the Knobs of Ky.

So contact Rocky or Connie, the campgrounds proprietors, to reserve your cabin, tent site reserving suggested but not necessary! Sponsored by your Ky. A/M Bill Denzer air-head@windstream.net or 270-403-1150



The KICKSTAND's ANNUAL POLAR BEAR RUN

Saturday, March 6th, 2010

KICKSTANDS UP AT NOON

**The group will leave from the store, located at
500 East Main Street, in Burgin.**

**The route/distance will be dependent upon group size and weather
conditions. We will end the ride with warm chili and hot coffee.**

\$5 per person - to cover cost of food and drinks

**For more information, phone 859-748-KICK (5425)
or e-mail SeeYou@TheKickstandLLC.com**

www.TheKickstandLLC.com

Stage III Winter Jitters and resulting moto-dementia



Winter Jitters moves us to consider many scenarios that in fair weather we do not consider.

The weekend of February 20-21 surprised us with 50+ degree temperatures and sunshine!

Warm sunshine. I hope you rode hard — well, as hard as one can on salty roads with goobers in the curves and dark pavement in the shadows. But the weekend did offer temporary relief for those suffering from Winter Jitters.

You know Winter Jitters. The condition begins after several weeks of severe winter weather.

One day you look outside at the ice and snow, the frozen pond, the white, salt-encrusted road, and you recall that last ride, when you finally decided that salt dust on the bike would not ruin fasteners and corrode the alloy castings.

So, you no longer care, really, about the cosmetic condition of your bike. You care only about riding, but ice and snow pose real threats, and Bluegrass Beemers gather at 7 a.m., requiring 45 minutes of travel in the darkness when black ice poses an even greater threat to

one dealing with cataracts.

You also grudgingly acknowledge that a fall in the darkness in below-freezing temperatures will be more devastating this year than it would have been last year, because you can measure your body's aging process now on a daily basis.

So, you watch YouTube videos of people riding. You watch the old movies of people riding.

You re-read the road tests, stare at the photos of bikes, repair your boots, and think about what bike you will ride to Oregon this summer.

Shall I ride the 31-year-old R100RT or the 3-year-old F800?

Or is there some way to buy a bike that would be better suited to a 6,000-mile trip?

Winter Jitters moves us to

consider many scenarios that in fair weather we do not consider. In your mind you envision that romantic dream of crossing the USA on a Harley, the same notion you held onto in college while trying to understand Accounting III and people who wore starched dress shirts with neckties to class.

Yes, you built several chop-pers in your youth, rode rigid-framed oldies that today sell for more money than you earn in a year.

And you bought new Harleys, one that lasted nearly ten months and 10,000 miles prior to its rebuild to address "flywheels out of balance" from the factory that provided a 6-month warranty for the most expensive motorcycle sold in the U.S. in 1977, the second most expensive two years later

**Apex is the official newsletter of Bluegrass Beemers, Inc.
Lexington, Kentucky MOA #146 RA #4-49
Paul Elwyn, Editor**

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Deadline for submissions is the last day of the month.

**Back issues of Apex can be accessed at
<http://www.bluegrassbeemers.org>**

**Join us at Frisch's on Harrodsburg Rd.
on any Saturday, 7-9:30 a.m.**

Stage III Winter Jitters and resulting moto-dementia



**Winter Jitters,
Stage III,
moves one
to imagine
riding the
Crossbones
Harley cross
country
to Oregon.**

to the 1979 BMW R100RT that now rests in the garage, having traveled nearly 150,000 miles on its original lower end and showing no sign of needing a bottom end rebuild.

Winter Jitters moves one to consider buying motorcycles beyond financial reach, compels one to window shop.

First, you admire the latest R1200RT, the current state of BMW art, the flagship Boxer touring rig, descendent of all those BMW Boxer bikes that have carried you on a moment's notice cross country in comfort and with complete reliability.

Then, Winter Jitters moves you to window shop further, admiring the latest Ducati Sport Classic, even the Hypermotard whose seat fits perfectly *between* your cheeks, and you think, *I could ride this*.

Well, since we are next door to the Harley shop....

And you spend an hour looking at the 2010 Road King, knowing that several club members travel on these bikes. Harleys now can run for years without falling apart, after all, unlike the new '77 Electra Glide that pulled you away from rigid frames and the relatively smooth but leaky Knucklehead that today you cannot afford even as a basket-case project.

Road King with ABS brakes, a modern classic for about the same money as the BMW that

features nearly twice the horsepower and features.

But the Road King is lovely, isn't it? And a good traveler, they say.

Winter Jitters then moves one to listen when the honest-looking sales person says, "I can make you a really good deal on the Crossbones."

You know the Crossbones, the factory bobber with springer front end and sprung solo seat.

Crossbones, with the skull and crossed bones image, of course, on the replica 1930's-vintage oil tank. A balanced engine, smooth. A six-speed transmission for loafing along at Interstate speeds. A "mini-ape hanger" handlebar that allows fresh air to reach the arm pits. Very practical.

Lots of space behind the solo seat for a luggage rack, a rack capable of carrying camping gear and a change of clothes to allow the leathers to dry out after a day in the rain and triple-digit-induced sweat.

Fifty-four miles per gallon, a five-gallon tank. That's real-world touring capacity, right up there with the R1200RT, right?

Winter Jitters, Stage III, moves one to imagine riding the Crossbones Harley cross country to Oregon, riding 6,000 miles with some touring time along the Pacific Ocean thrown in.

People do this, don't they? I

mean, maybe it's not quite the same as riding a BMW R1200RT, smoothing along at 90 mph behind an electric-powered shield, ABS brakes on the ready to handle texting cage drivers.

So, maybe the Crossbones would need a windshield for 12-hour days at, well, 80 mph. We can dial the speed back to make up for a lack of ABS brakes, right? Besides, what fool would text his way into the path of a Crossbones? Only crazy people travel cross-country on a bobber. Everyone knows that, so 99% of the cagers out there will give you a lot of space, right?

Windshield to block the 80-mph-air blasting past the ape hanger bars, ripping through arms reaching for the sky!

Now, that's adventure!

A Road King would be as functional as an RT, better than a cage, but so easy that one would be searching for some involvement on a 12-hour cruise at 90 mph. On the other hand, every *second* on the Crossbones would present a challenge.

Winter Jitters, Stage III. The ultimate trip. A legal release from reality!

Thank goodness spring approaches. I can hear Steppenwolf in my mind!

"Lookin' for Adventure, And whatever comes our way"

—Paul Elwyn

Short rides on BMW's S1000RR, Ducati Hypermotard 1100 EVO

By Bill Voss

On Saturday, February 6, Jenny and I went to the Scottsdale, AZ BMW/Triumph/Ducati/

Aprilia dealer so I could test ride the new BMW S1000RR.

Earlier that morning I took a spin on my Ducati 998 and then we went to the Cars and Coffee

get together, so I was really looking forward to riding this new superbike.

My first impressions were, being in stock form, how quiet it was and very quick to rev up. The S1000RR engine is a conventional DOHC 999cc in-line four with four valves per cylinder. The engine is mounted with the cylinders inclined 32 degrees forward.

As I started my ride, it reminded me of the current CBR1000RR, light, nimble, and with adequate low end torque.

Being in Scottsdale AZ, I soon found myself getting the attention of the local Police. So I only got the bike above second gear on two short occasions. Every time I went to give it anything near two thirds its 14,200 rpm redline, Scottsdale's finest were there to slow my progress.

With the ride-by-wire throttle and dynamic traction control (DTC) with four mapping options, BMW continue their emphasis on being one of the technological leaders in motorcycles manufacturing and design.

I left it in sport mode and enjoyed the throttle response, since it was crisp and smooth. Plus, the handling through corners was very good on a par with the very best from Japan.

While I enjoyed riding the S1000RR, I couldn't help but think about how much better it would sound with a slip-on exhaust. Also, after thirty minutes I felt an excessive amount of weight on my wrists.

Later that afternoon, I spent two hours riding a Yamaha R1 without any such feeling, so it must be down to the way I fit the BMW. If I got one I'd put a carbon Akrapovic evolution slip-on exhaust, replace some of the plastic with carbon fiber, and make it the BMW motorsports colored one.

Then I'd head north out of town so I could find out what she would really do in the



Short rides on BMW's S1000RR, Ducati Hypermotard 1100 Evo



mountains up north and keep my drivers license.

Ducati North American left one of the new Ducati Hypermotard 1100 EVO SP at the Scottsdale shop after some motorcycle magazines tested it.

Lighter weight, more power, and with a two into one Ter-

mingoni full exhaust system that sounds so good. You could just ride in comfort, power wheelie and ride off curbs all day (between gas fill-ups) no problem. This SP model uses the same Brembo mono block calipers as the Ducati 1198.

I want one, but they will not be available here in the states until May.

This new Hypermotard is a true evolution from the original introduced by Ducati back in 2005.



Date: Saturday, March 20th, 2010

Time: 11:00 – 1:00

cookoff winners to be announced about 1:15

Place: Harley-Davidson Louisville

1700 Arthur Street

Louisville, KY

(502)634-1340

Cost: there's no cost to enter or to vote

Awards: 1st, 2nd & 3rd place trophies will be awarded to the people's choice chili cookoff winners
participation ribbons will be given to the first 25 who enter the cookoff

Info: Lynn Keppy-Montgomery
(859)748-5425 / (859)236-7352
shesontheroad@bellsouth.net

Plan on bringing a pot of chili with you or simply stop by to taste test and vote.

www.MotorMaids.org



2010 LAP OF KENTUCKY Lapping The State of Kentucky by Motorcycle

- WHEN:** The Lap begins 9 am, Thursday, June 17th, and ends 5 pm, Sunday, June 20th.
- WHERE:** The Lap begins and ends at BMW Motorcycles of Louisville, 116 West Breckinridge St., Louisville, KY 40203 (Downtown Louisville at the corner of 1st and Breckinridge Streets just off I-65)
- HOW:** Circumnavigate the state by first riding east out of Louisville on a designated route consisting mainly of secondary roads. The route is approximately 1400 miles and can be completed comfortably in the time allotted. **THIS IS NOT A RACE.** You will be provided with suggested lodging points along the way.
- HOW MUCH:** Your \$50 entry fee gets you a souvenir t-shirt, and a prize for finishing at the 5 pm Sunday finish/awards ceremony. Proceeds to benefit the Warrior Transition Unit (WTU) at Ft. Knox.
- AWARDS?:** We will present awards to the oldest finishing rider, the youngest finishing rider, the oldest finishing motorcycle and the smallest displacement finishing motorcycle. Since **THIS IS NOT A RACE** there will be no award for the quickest finishing time.
- WHAT ELSE:** This event will be limited to one hundred (100) riders so get your entry in as soon as possible.
- WHY:** Why not?

2010 LAP OF KENTUCKY ENTRY FORM AND RELEASE

Name: _____ Age: _____

Address: _____

City: _____ State: _____ Zip: _____

E-mail address: _____

Bike Year and Make: _____ Model _____ Displacement _____

Cellular Phone (if any): _____ Emergency Phone: _____

Passenger Name: _____ Age: _____

I understand that BMW Motorcycles of Louisville (BMWLOU) and the Louisville BMW Riders (LBMWR) cannot and do not assume responsibility for any aspect of my safety in this event and that I participate in this event voluntarily, assuming all risks and after my own assessment of my own abilities, the condition of my motorcycle, the routes involved and any and all other conditions and facilities likely to be encountered during this event. I release and hold harmless BMWLOU, the LBMWR and their respective officers and members for any injury and/or loss to my person or property which may result from my participation in this event. I also certify that I am in compliance with my state's financial responsibility laws regarding the carrying of proper insurance and that I hold an appropriate license for operating a motorcycle.

Rider Signature _____ Date _____

Passenger Signature _____ Date _____

Return completed registration and \$50 (payable to BMW Motorcycles of Louisville) to:

Jeff Cooke, **BMW Motorcycles of Louisville**, 116 West Breckinridge Street, Louisville, KY 40203, (502) 568-6311



MotorcycleCannonball.com

Coast to Coast on Pre-1916 Motorcycles!

Sept. 10 - Sept. 26, 2010



May the road rise up to meet you .
May the wind always be at your back .
May the sun shine warm upon your face,
The rains fall soft upon your fields .
And until we meet again ,
May God hold you in the palm of His hand .
an Irish Blessing

Happy St. Patrick's Day !



The KICKSTAND

Your Motorcycle Parts & Accessories Destination

500 E. Main St. / Burgin, KY

859-748-5425

www.TheKickstandLLC.com