

April 2011

# Apex

*Looking Through The Curve*

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



## Boone Sutherland Memorial Benefit Poker Run April 16th 9 am Frisch's (April 23 in case of rain)

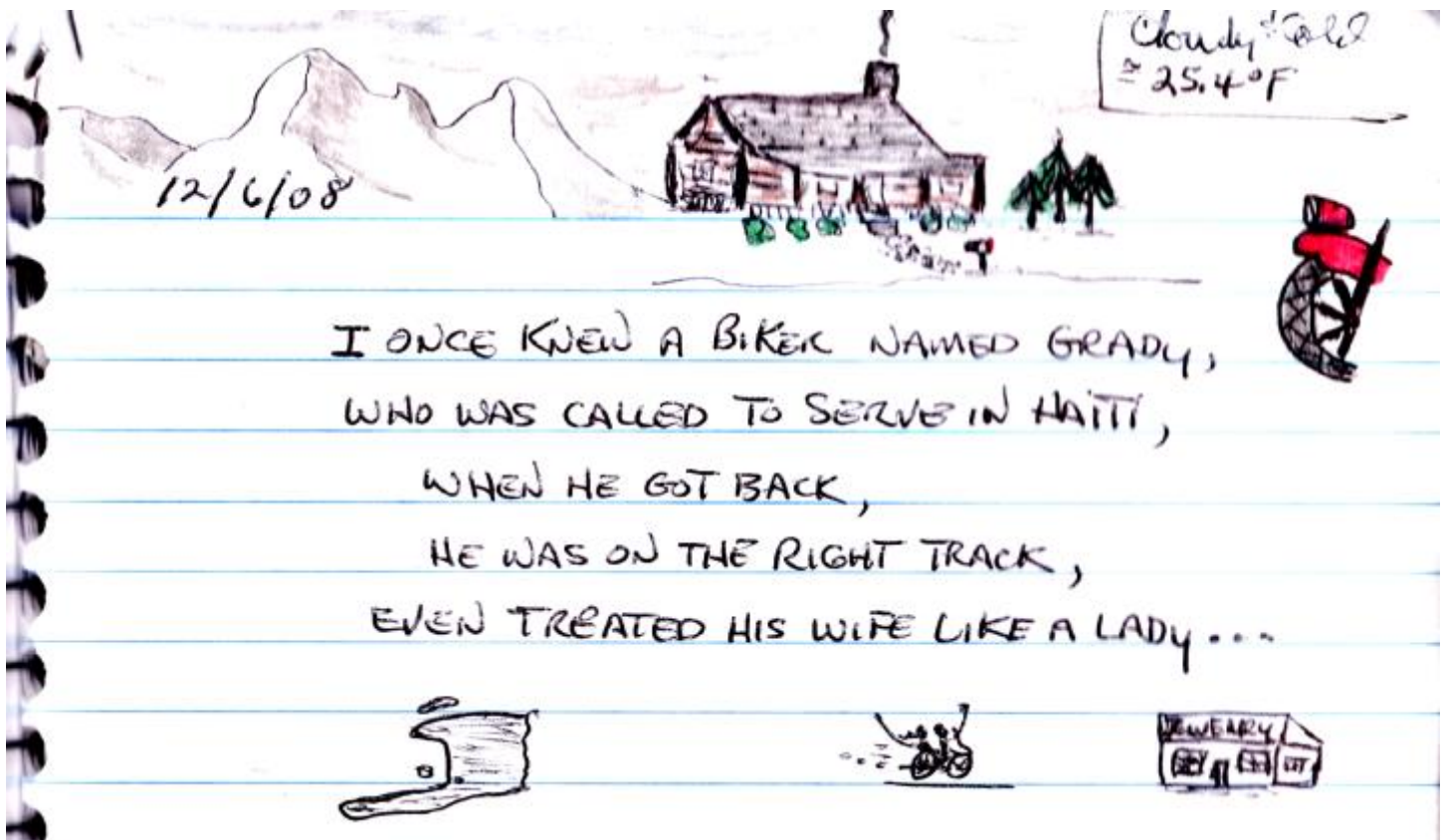
Through art and poetry Boone Sutherland for 30 years captured the romance of motorcycling and the unique character of Bluegrass Beemers in a series of spiral-bound notebooks which became known as The Bluegrass Beemers Log.

Let's celebrate his memory with a Poker Run to benefit God's Pantry, one of Boone's charitable interests. Assemble at Frisch's parking lot at 9 am on April 16th for a scenic ride over some of Boone's favorite roads with a stop at the cemetery. We'll conclude at The Kickstand in Burgin and then have lunch at the Village Inn Restaurant across the street.

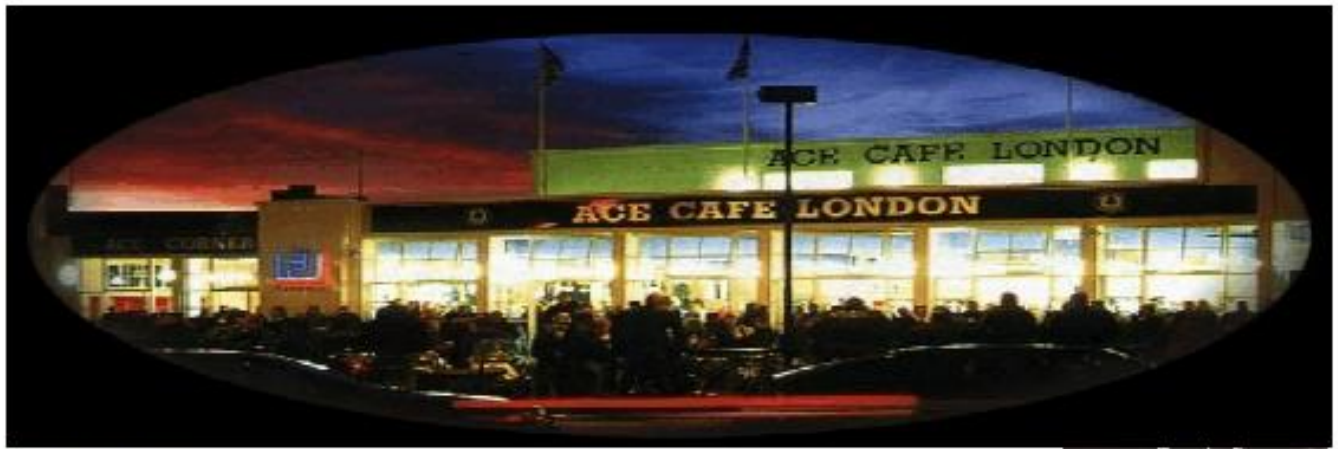
Contact Randolph Scott for more information:  
[randolph@randolphscottinsurance.com](mailto:randolph@randolphscottinsurance.com)



Below: Boone's final Bluegrass Beemers Log entry, December 6, 2008







## Sixth Annual Ride 'em, Don't Hide 'em Café Run



Not a race, not a rally and definitely not another poker  
run!

Meet us at The Colonel's Lady, 39 S. Main Street,  
(parking in Church Alley at the rear of café)  
Winchester, Kentucky on Saturday, June 11<sup>th</sup>,  
2011 at 10:00 a.m. for another gathering with  
riders of the Right Stuff.

No entry fee, no prizes - just a reason to ride.  
Destination this year...The Kickstand and the Village Café!



For more information contact:  
John Rice 859-229-4546



[www.johnricelaw.com](http://www.johnricelaw.com)







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## SENA SMH10 Motorcycle Bluetooth Headset & Intercom

*"...gear I never thought I'd need but now don't want to ride without..."*

The SENA SMH10 is a Bluetooth stereo headset with long-range Bluetooth intercom designed specifically for motorcycles. With the SMH10, you can call hands-free on your Bluetooth mobile phone, listen to stereo music or voice instructions of GPS navigations wirelessly, and have intercom conversations in full duplex with a passenger or other motorcycle riders.

Thanks to the latest Bluetooth v2.1 and the advanced digital processing technology, the SENA SMH10 offers the best sound quality for both incoming and outgoing sound in its class. Also, the easy-to-access and intuitive button operations make the SMH10 a perfect companion for motorcycle applications.



### FEATURES

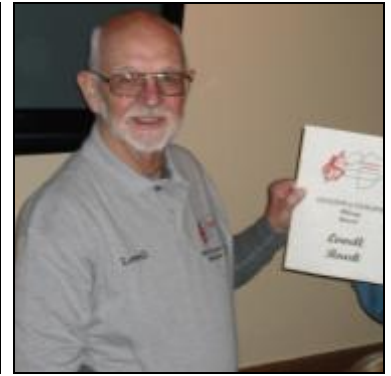
- Bluetooth specification v2.1
- Bluetooth intercom up to 900 meters (980 yards)
- Multi-pair Bluetooth intercom for 4 persons
- Bluetooth stereo headset for Bluetooth audio devices such as MP3 players
- Bluetooth music playback control by AVRCP: play, pause, track forward and track back
- Easy operation by versatile jog dial (patent pending)
- Sufficient sound level with integrated audio booster
- Bluetooth hands-free for Bluetooth mobile phones
- Bluetooth headset or stereo headset for Bluetooth GPS navigations
- Stereo music by 3.5mm audio cable
- Water resistant for use in inclement weather
- Crystal clear and natural sound quality
- Up to 12 hours talk time, 10 days stand-by time
- Can be used while charging on road trips
- Individual volume control for each audio source
- Various models for all types of helmets



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## Capacity crowd attends annual banquet: Galskis, Rice, Roark, win awards; Thompson assumes leadership



Pete Galskis (left) accepts from Awards Chairman Roy Rowlett the Saturday Attendance Award with 49 Saturdays . John Rice won the Saturday Breakfast Rider Award with 34 Saturdays. Lowell Roark won both the Mileage Award with 23,691 miles and the Events Award with 21 events attended.

**F**ifty-one people attended this year's awards banquet held at the Chop House on Richmond Road in Lexington, March 26th.

Following welcoming remarks and introduction of incoming president Lee Thompson by President Raymond Montgomery, Lee introduced this year's vice president, Ray Brooks.

Dave McCord will continue as Keeper of the Log, and Roy

Rowlett continues as Treasurer and Rally Chairman.

Guests attending this year were Operations Director Brett Moxley and Jim Davidson of BMW Motorcycles of Louisville.

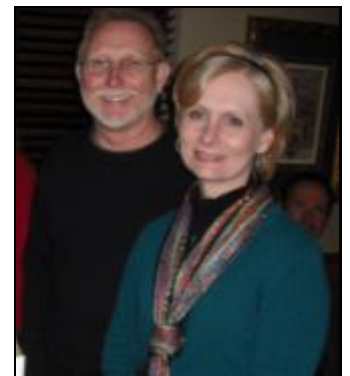
Awards were presented by Awards Chairman Roy Rowlett. Winners won a Bluegrass Beemers shirt.

Roy also presented a treasurer's report for the club's two funds.

Balance in the Club Fund is \$487.95. Expenditures so far this year include \$30 for renewal of MOA and RA charters. The Rally Fund balance is \$698.29 with expenses so far this year of \$135 for rally patches.

\$12.00 dues are due to Roy.

We also celebrated the 19th wedding anniversary (March 28th) of Lee and Laura Thompson.



Lee and Laura Thompson



**Bluegrass Beemers leadership includes** (from left) Dave McCord, Keeper of the Log; 2010 President, Raymond Montgomery; 2011 President, Lee Thompson; 2011 Vice President, Ray Brooks; Treasurer and Rally Chairman, Roy Rowlett.

**Dues are due!**  
Send \$12.00 to  
Roy Rowlett  
3413 Holwyn Rd.  
Lexington, KY 40503  
Or (better) bring to  
Saturday breakfast.



## Capacity crowd attends annual banquet: Galskis, Rice, Roark, win awards; Thompson assumes leadership



Guests included Operations Director Brett Moxley (standing) and Jim Davidson (right) of BMW Motorcycles of Louisville.

### Top 10 Reasons Why BMW Riders Don't Wave Back

As shared by President Raymond Montgomery

10. New Aerostich suit too stiff to raise arm.
9. Removing a hand from the bars is considered "bad form."
8. Shoulder too stiff from camping on the ground.
7. Too sore from an 800-mile day on a stock "comfort" seat.
6. Too busy programming the GPS, monitoring radar, listening to ipod, XM, or talking on the cell phone.
5. He's an Iron Butt Rider and you're not!
4. Wires from Gerbings is too short.
3. You're not riding the "right kind" of BMW.
2. You haven't been properly introduced.

And the number one reason...

1. Afraid it will be misinterpreted as a friendly gesture.

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# The way we were.....

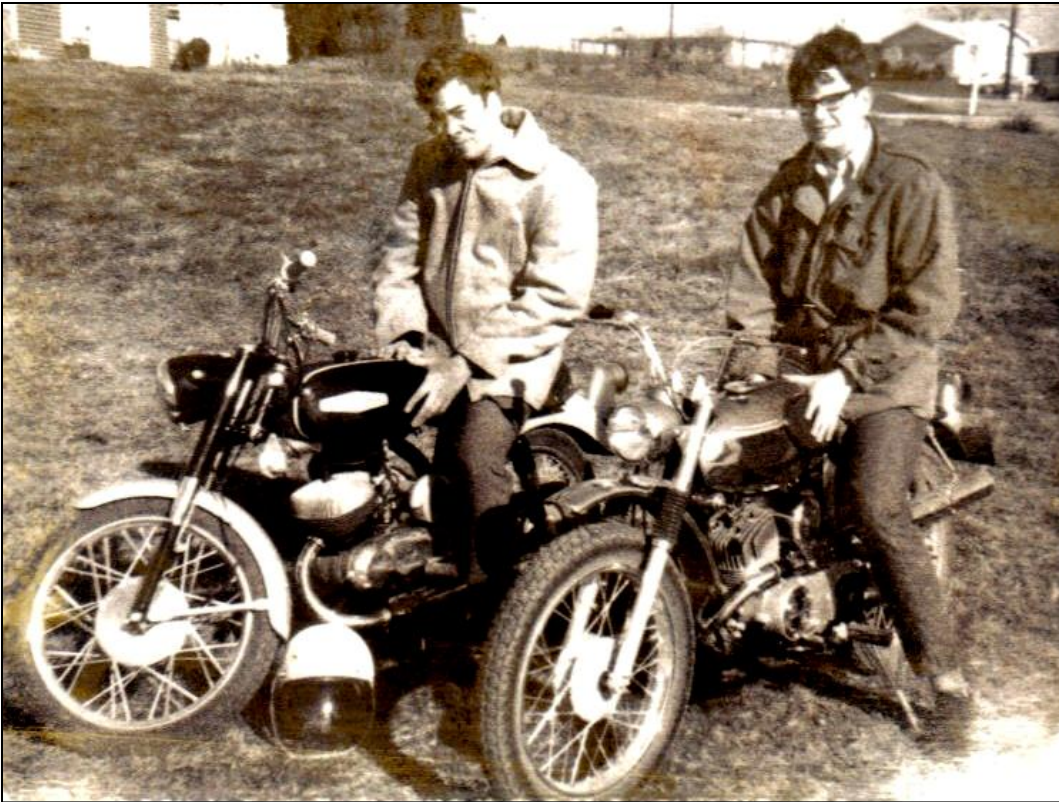
My broadband bogged under the weight of replies to the challenge, "Who is this guy?" For those who guessed *Dave McCord*, you win a free year's subscription to *Apex*! Congratulations.



Regarding the photo to left of Dave seated next to his motorcycle, Dave says, "This photo depicts me at the ripe old age of 19, or 20. This is the first real (non mini-bike) motorcycle I ever owned. It's a Suzuki TS 185. A friend and I had just got back from a trail ride when this photo was snapped. I sure wish I had that much hair now."

—Dave McCord

Below, two riders in 1969 on their first motorcycles, a Harley Aermacchi Rapide 125, and a Bridgestone 100. Who are these guys?



A combination "Marlboro Man and seventies porn star," opined one reader regarding the photo above.



One of these four riders is a Bluegrass Beemer. Who is it?

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Saturday breakfast.



# Winter project

## 1974 R90S

Text and photos  
by Roy Rowlett

**I** received a phone call from Dan Primm sometime around September 2010.

He said he would like me to reassemble his 74 R90S. Of course I took him up on this job. I'd never worked on a R90S and this would be a great

Dan related to me the story of the R90S. He had a room mate in medical school in Georgia that bought the bike new in Seattle Washington and rode it to school in Georgia. It sat apparently unused for a year or so, and Dan approached the owner about cleaning up the old Beemer and riding it.

The owner was very agreeable to this and let him ride it



Roy Rowlett



**Last registration was in 1987. Bodywork was painted by Motorrad BMW in St. Louis. Odometer shows 23,000 miles.**

opportunity for me and a help to him.

His bike had been stored at the Lexington Airport in his hanger; along side his small plane, and his old R60.

Turns out he had purchased the R60 and a white R27 from Ron Hampton some time ago. I remember Ron selling his machines when he was preparing to remarry and move away from Lexington. Dan had subsequently sold the R27.

for the remainder of their schooling. When they were preparing to leave school, Dan asked him about the bike, and he let Dan buy it. He brought it with him when he moved to Kentucky.

He told me he had disassembled the R90S and sent the body parts, tank, fenders and side cover to Motorrad BMW in St. Louis, some time ago. The last registration on the license plate was 1987.

He had received the body parts back and never unpacked them except to peek at the paint job on the tank. His fairing had suffered some damage before he purchased the bike and he bought a replacement and had it painted along with the other parts.

Dan delivered the old R90 to me in the back of a huge pickup truck, with it lying on its side, and in very dirty condition. Guess sitting for 12 or so years



# Winter project

## 1974 R90S



in a dusty hanger isn't conducive to keeping it clean.

The front engine cover and the air box were both off the bike and in boxes along with a huge inventory of parts removed from the bike.

The rough trip had cracked the right valve cover, and it was dripping oil when I pulled it into the garage. At this point I wondered, "Oh boy, what have I gotten into here. This thing is a mess."

Dan had purchased a bunch of parts for the bike while it was down, and I had a rolling chassis and about six large boxes of bits and pieces to sort through.

The first order of business was a thorough cleaning. I rolled the bike out into my driveway and took my pressure washer and spent the better part of an hour getting the grime off the lower engine case and cylinders. I then took it inside and spent another hour or so with cleaners and wiping off all the frame and parts.

Dan purchased a stainless steel bolt kit for it on my recommendation, so I started with that first, replacing all the frame, bolts, engine and transmission bolts etc. I then started reassembling the engine covers and air box. I then had an idea that I should probably make

sure it had spark since the point ignition was inside the front cover. I put a battery in the bike and pulled the plugs and hit the starter to check for spark and viola it was sparking nicely.

I did an oil and filter change, changed the transmission fluid, rear drive and driveshaft oil.

I had Dan purchase a new cable set. The old ones were questionable, and I installed all the cables before starting with the body parts.

Dan had bolted on a new under tank master cylinder, and I installed the new rubber brake hoses and bled the braking system. There were several long pauses in the reconstruction while I waited for Dan to acquire the front brake and clutch switches and other stuff that I found missing or bad while proceeding with rebuilding it.

There was an aftermarket battery box in his parts stuff, and I installed that along with a battery ground disconnect switch. Fortunately he was in no hurry, so the delays were not a real problem for either of us.

Dan had put a new set of Dunlop 404's on the bike while it was disassembled. When I installed the front fender, I discovered the 90/90-19 front tire was way too wide, and rubbed the fender mount. Double

checking the tire size chart, the 90/90 tire is 3.54 inches wide. I purchased and installed a new Continental Blitz 3.25-19 front tire and took care of that little glitch. The rear fender was a simple install as was the rear tail/brake light and turn signals and the seat pan and seat.

I then installed the carburetors that Dan had said he had rebuilt while the bike was apart. This wasn't a real good idea, I had to disassemble both carbs and clean out all the jets, as all of them were either partially or fully clogged. The bike then fired right up. This was my first experience with the Del Orto carbs and it was a learning ex-

# Winter project

## 1974 R90S

perience. Just before I was going to install the tank, I went back to make sure the carbs were adjusted and synched, and lo and behold, it wouldn't crank. The starter relay was flakey. Dan ordered a replacement from Vech at Benchmark Works and had it for me in about 5 days. Next came the fairing and gauges and this came off without a hitch.

This wonderful old R90S, which has 23,000 miles, is one of the easiest starting and smoothest running Beemers I've worked on in a while, something I can't take any credit for. I just put it together.

I've spent almost 20 hours on this project, one or two at a time when the weather and other work permitted.

Dan came by and was totally taken aback at how nice it had turned out. This is by no means a total restoration, but with all its original parts intact and the beautiful cosmetics, it's a prize winner in my book.





# Observed Trials

By John Rice



said, “The heck you can” (or whatever the Highland brogue equivalent may have been).

In the early days, the teens and twenties of the 20th century, the motorcycles were primitive, with little or no suspension and the obstacles required for challenge weren’t huge.

As design progressed, so did the size and complexity of the things necessary to make it interesting, leading us now to the spectacles of Modern Trials riders scaling vertical walls and making leaps that confound the laws of physics.

Though I rode trials events for many years in the 70’s and 80’s, and have returned to what is now called Vintage Trials, the Modern stuff is, as Ben Hogan said about Arnold Palmer’s golf, “A game with which I am not familiar.”



**Observed Trials is, at first glance, a strange motorcycle sport until one thinks of its origins and the common human nature of those of us with the motorcycle gene.**

**T**he sport has its roots in Scotland, like golf, and the two are similar in some features.

In both, the objective seems to be to take a relatively simple task, riding a motorcycle or putting a small white ball in a hole, and then make it as difficult as possible, counting the mistakes along the way.

But just as we are sure that motorcycle racing began immediately after the second motorcycle was built, Observed Trials began when one guy (and it is usually guys who concoct such things) pointed at a gnarly patch of rocks and said to another, “I can ride this motorcycle over that without putting my feet down” and the other guy



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---

A trials event is fairly simple in concept. A loop of trail is laid out through terrain consisting of woods and rocks and creeks, usually with as much elevation change as the organizers can muster. Along the loop are "sections" (also called "traps" in some venues) where the observed rides will occur.

The entry point is marked by cards stapled to trees or mounted on stakes and the exit marked with similar cards announcing the end.

A section could be 20 yards or five times that length, depending upon the terrain included and the sadistic tendencies of the organizers. Scoring begins when the front axle of the bike passes between the entry cards and ends when the front axle passes through the exit. In between those two points, the rider is "observed" by one or more scorers who hold up a fist, showing no points, then extend one or more fingers to record the "dabs," the number of times the foot touches ground, until the end.

Scoring is simple, (in Vintage Trials, the traditional method).... the number of dabs

is noted up to a maximum of 3, then anything beyond that is still a score of 3 as long as forward motion is maintained within the section. If the bike stops forward motion, or the rider has both feet on the ground on one side of the machine, that's a five-point score or failure on that section. At the end of the day, the lowest score wins. (Modern trials is scored somewhat differently, with stops allowed within the section and a time limit put on each ride, but that's as I said, a different game).

Sometimes one must plan a dab to get through a particular section, giving up one point to save three or five. When that section is completed, the rider moves on down the trail to the next.

A typical trials meet may run three to five loops of the trail with anywhere from 8 to 20 or more sections per loop.

Inside a section, the challenges could include a rocky creekbed, waterfalls, fallen logs, boulders or hillsides, muddy or dry, or any and all of those things at once. The rider may walk the section before

attempting it, but no changes can be made, not even kicking a rock. When the rider thinks he or she has an idea of where might be the best way to go, the bike is started and the observer yells "Rider In" and the scored ride begins.

One of the appealing things to me when I started riding trials events is that one doesn't know until the end of the meet how one is faring against the other competitors. Each section then is a completely personal challenge, unrelated to how someone else is doing at the time.

Much of Trials riding is counterintuitive to what "normal" riders would think, starting with the idea that one would leave a nice smooth path and go over there and ride up that Corolla-sized rock or down that dropoff into the jumbled creekbed.

Balance is key and it takes a while to get over the impulse to put one's foot down to save a fall. Trials riders must learn to leave it that one more second to try to recover equilibrium before letting that boot touch the ground.

Turns, which on a street bike reward leaning into the direc-



# Observed Trials

By John Rice



**Ian Rice negotiates terrain behind his grandfather's house.**

tion of travel, are accomplished with the body as vertical as possible, moving the bike underneath the rider.

For a tight left turn, the body needs to be way over on the right, usually with the legs bowed out in what seems an unnatural pose. Often it is necessary to make a turn entirely

on the back wheel with the front in the air. Downhills are made with the arms outstretched and the butt as far back over the rear fender as anatomy will permit and then the bike must be passed back through the legs and the torso smoothly brought forward as the terrain goes uphill. As in

all sports, the good ones make this look easy.

Trials is often derided by riders who call it the slowest sport, "like watching paint dry," but when one is in a section, the sensory inputs seem just as fast, if not more so, as when on the road.

A 70 mph curve gives one a fair amount of time, if the eyes are far enough ahead, to pick a line and follow it. The bike's not going to be at your turn in point for another second or two. In a trials section, the machine is moving much more slowly, but the decision points are multiplied exponentially and the things that will affect your forward motion are arriving much more quickly. With so little forward motion to provide the inherent gyroscopic balance of a moving motorcycle, the effects of each obstacle are magnified.

The front wheel of the trials bike does have the steering function, at least some of the time, but it's the rear one that really counts. A rider must know at all times where the rear wheel is, and more importantly, where it's going to be. Power must be applied before it's needed and reduced to prevent wheelspin just when a "conventional" rider would be thinking it was required.

"Lines" are, as in all riding, important, but not always where most riders would think of going. It isn't the smoothest or straightest path through the section, but the one that will allow the rider to stay balanced and lined up properly for the approaches to the worst obstacles.

In common with other riding sports, looking ahead is crucial. This often means that one is approaching something that could easily upset the motorcycle, while looking somewhere else entirely. You just have to already know that it's there and be prepared for it, while getting ready for the next thing you'll

hit.

**G**randson Ian has taken up the trials bug in a big way.

He transitioned immediately from a 50cc generic "kids bike" to a full-sized pukka trials bike after the McWilliams family gave us their TL 125 for restoration. I lowered the rear suspension by fitting shorter modified shocks, pulled the fork tubes up in the triple clamps, and shaved some foam out of the seat so that Ian could reach the ground at a stop. New levers provided a bit less reach and more advantage for 10-year-old hands and just like that, he was on his way.

After a short time of adjustment, he's adopted the "always standing" riding position and now seems perfectly natural on a bike intended for adults. We've set up small practice sections in the field behind our house and he's learned to walk through them looking for his line.

Sometimes when I'm following him through the section as he walks it, I marvel at how much like his adult peers he seems in stance and concentration!

He still has two more years before he's eligible to actually ride a Vintage Trials event in AHRMA and who knows if his interest will continue for that long.

But for now, he's on his way.



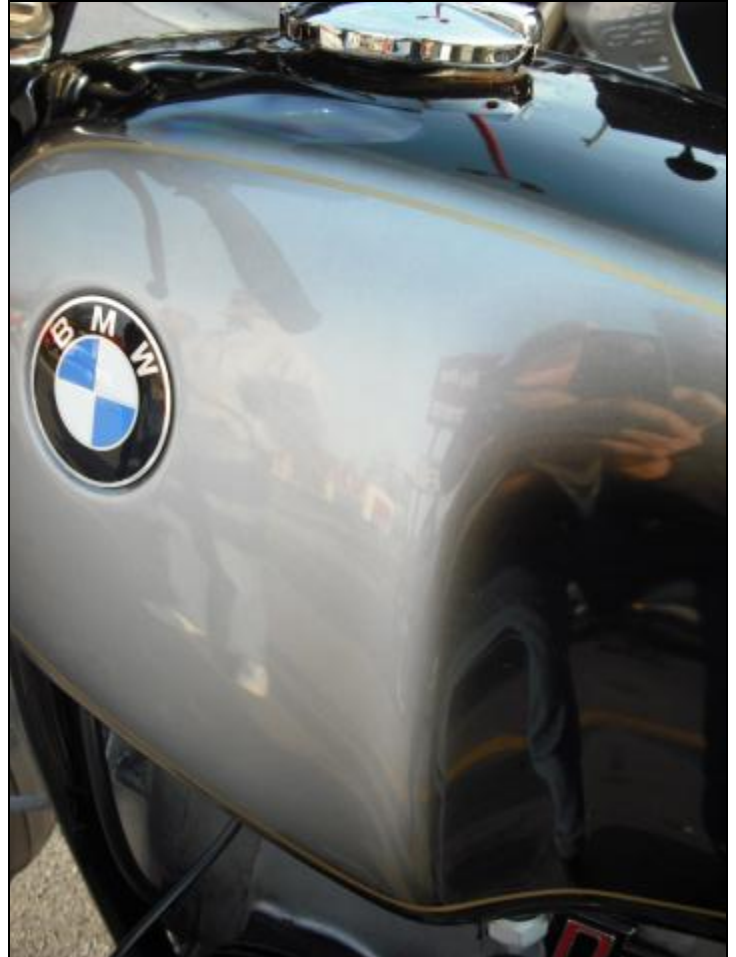


Ian asked me how he was doing compared to others I'd taught to ride trials. I had to admit that all of the others were teenagers or adults and he was the first 10-year-old I'd ever tried to instruct in such things. That said, he's doing amazingly well. He's riding a bike for which he's barely big enough and doing things, as trials requires, that are counterintuitive to what seems "natural".

—John Rice



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\*Visit BMW Motorcycles of Louisville for details. Base MSRP for the 2010 R 1200 RT is \$17,000 with standard ABS. Heated grips, seats, ESA II, ASC, cruise control, & audio system are additional options. Price is subject to change. MSRP excludes \$495 freight. Plus license, registration, taxes, title, insurance, & options. Actual price is determined by dealer. ©2010 BMW Motorrad USA, a division of BMW of North America LLC. The BMW name and logo are registered trademarks.