

May 2011

# Apex

*Looking Through The Curve*

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



## Carl A. Almgren, 1987 Lexington Outstanding Volunteer, dead at 83

**A faithful Bluegrass Beemers Saturday breakfast attendee has died and will be missed.**

**On behalf of the club, Roy Rowlett ordered flowers and made a contribution to Hospice of the Bluegrass.**

**The following obituary submitted by Roy was published in the Herald-Leader:**

ALMGREN Carl Arthur, 83, passed Sat, April 9, 2011 at home in Lexington, KY.

Born Dec 23, 1927 in Poughkeepsie, NY. Carl was the son of the late Carl and Ester Almgren from Stockholm, Sweden.

He joined the U.S. Navy in 1948 and flew in the Berlin Air Lift.

Carl was a 50-year member of Hunter Presbyterian Church. He retired as a Project Manager in Chemical Products for IBM in 1987 with 37 years of service.

Carl, a strong contributor to community service, started giving back by starting up the Volunteer Fire Fighters in Fayette County and finished as Chief of Volunteers.

He also was President of Bluegrass Chapter on Crime and Delinquency, founder of Crime Stoppers in Lexington, volunteered in Corrections for KY Dept. of Corrections and volunteered in many capacities at Hunter Presbyterian.

Carl was Lexington's first recipient of the Lexington Outstanding Volunteer Award in 1987 and awarded the Lexington Sertoma Award for aiding prison inmates.

He is survived by his wife, Irma of 62 years; brother Henry; children, Jim (Deborah) Almgren, Fred (Kristi) Almgren, and Patty (Robert ) Sutton; grandchildren Jim Almgren, Mike Sutton and Matt (Kisha) Sutton, Kendall and Chase Almgren; great-grandchildren Silas and Jake Almgren, Jake and Dawson

Sutton. He was preceded in death by a brother, Raymond.

Carl's wishes were to be cremated and for family and friends to participate in a memorial service. The memorial service [was] held at 12pm Thu, April 14, at Hunter Presbyterian Church, 109 Rosemont Garden, Lexington, KY 40503 by the Rev. Jason Santalucia.

Memorials may be made in Carl's honor to Hunter Presbyterian or Hospice of the Bluegrass, 2312 Alexandria Dr., Lexington 40504.



Carl A. Almgren, 1927-2011

*Thank you very much  
for the Beautiful flowers  
you send to the Memorial.  
Carl sure missed coming  
to Breakfast the last  
4 weeks of his life,  
as he really enjoyed  
talking to all of you.*

*Sincerely  
Irma Almgren*

*To thank you for your  
kindness  
and sympathy  
at a time  
when it was  
deeply appreciated*

*Irma*

**Apex is the official newsletter of Bluegrass Beemers, Inc.**

**Lexington, Kentucky MOA #146 RA #4-49**

**Paul Elwyn, Editor paul.elwyn@gmail.com**

**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.**



# *The* KICKSTAND

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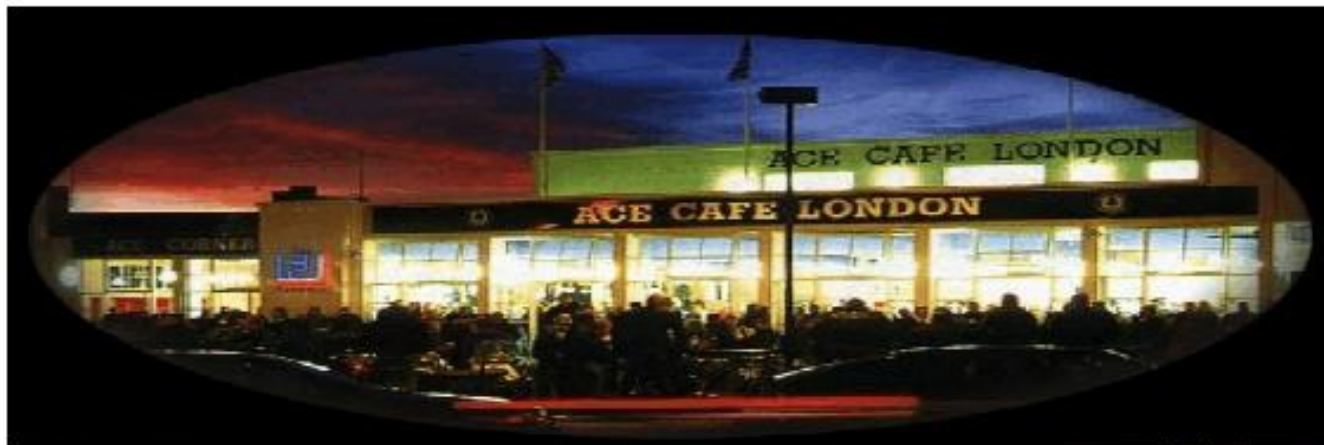
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## Sixth Annual Ride 'em, Don't Hide 'em Café Run



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



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# *The* KICKSTAND's **TIMED MOTORCYCLE ROAD RUN**

**Saturday, June 18<sup>th</sup>, 2011**

Ride some of Central Kentucky's most beautiful roads and challenge yourself to average 30 MPH. We'll give you a route sheet, have surprise checkpoints along the way and present trophies to those who have the best times.

**This will be a competition for individuals and not a group ride.**

Meet at the store, located at 500 East Main Street in Burgin.

N 37.45.123' – W 84.45.680'

**REGISTRATION CUT-OFF AT 10:00  
POST POSITION DRAWING AT 10:15  
FIRST BIKE OUT AT 11:00  
AWARDS APPROXIMATELY 3:00**

#### TROPHIES

1<sup>st</sup>, 2<sup>nd</sup>, 3<sup>rd</sup> PLACES  
LONG DISTANCE RIDER  
CLUB WITH MOST IN ATTENDANCE  
RODE BIKE WITH FEWEST CCs  
OLDEST RIDER  
NEWEST RIDER

There's NO COST to participate.

For more information, to inquire about the road run details, to volunteer to help or to check on local weather conditions, phone 859-748-KICK or e-mail SeeYou@TheKickstandLLC.com

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

**RAIN CANCELS**

# Insurance

## Not much fun, but necessary to talk about

By John Rice

**I've had on many occasions the very unpleasant task of sitting across from a client and telling them that the person who injured them didn't have enough to cover their losses or that they don't have enough coverage to handle the claim being made against them.**

The most common answer to "what coverage do you have?" is "I'm OK, I've got full coverage". However that's just a general description. It's like someone telling you "I've got a vehicle...but you still don't know if it's a car, truck, SUV, etc.

**Full coverage** just means you have most, if not all, of the major coverage categories offered to you. Everything depends on the details.

## You need:

### Liability

Enough so that the person you injure in an accident takes your insurance money and doesn't come after you. If you are "judgment proof", for example have no regular job, no career, no assets, then you may be able to get away with the Kentucky required minimum of \$25,000 per person, \$50,000 per accident. Even then, you're betting that bankruptcy will save you from a judgment that could follow you for 15 years or more. If you don't fit that "judgment proof" category, then raise your limits to what you feel keeps you safe from a judgment that could attach your house, your vehicles and your

paycheck. I usually recommend 100/300 (that means \$100,000 per person and \$300,000 total per accident) as about the least a person of average means should have. You'll be surprised just how little that raises your premium over the minimum, depending on your company and your driving record. If you have more to protect, get your limits up higher and consider a personal umbrella policy to raise it to one million. That is a policy that starts where all of your others leave off and usually costs somewhere around \$250 to \$600 per year, again depending on your record and your company.

### Property damage

That's the amount that covers the vehicle or other personal property you damage. The state required minimum in Kentucky is \$10,000 and it doesn't take much looking around the average parking lot to see that most of the vehicles, two and four wheeled, would cost more than that to replace. With the higher liability limits above, the property damage limits will be higher.

Again, the idea is to have enough insurance so that the person harmed does not have to come after your personal assets to be made whole.

### Collision

That's the coverage that lets your company pay for fixing your car or motorcycle. It can apply regardless of whether you or the other person is at fault.

### Uninsured Motorist

This one usually gets an argument. Why, people say, should I have to buy coverage to cover what somebody else doesn't have? Aren't they supposed to be insured? Yes, but the simple fact is that a lot of them aren't. If you're in an accident in which an uninsured is at fault and you don't have uninsured coverage, your medical bills, lost wages (above the PIP...see below) and pain & suffering aren't going to be compensated.

### Underinsured Motorist

This means that if the guy who injures you has less coverage than it takes to compensate you for your damages, your own company steps up and covers you for the difference, up to the limits you've purchased, if necessary. It does not cover property damage to your vehicle.

For both Un-insured and Under-insured coverage, you should buy as much as you feel comfortable with. As a rule of thumb, for under-insured, count on the other guy having no more than \$25,000 and for Un-insured, of course, figure on him having nothing.

### Personal Injury Protection

Also known as "No-Fault" or "Basic Reparation Benefits," this is insurance on your vehicle that pays your medical bills and some lost wages, and a few other items, regardless of who is at fault for the accident. If you have car insurance, it's included in the policy. If you have a motorcycle, this subject is of vital importance in Ken-



tucky because of a peculiar quirk in the Kentucky Motor Vehicle Reparations Act, KRS 304.39 et seq. as it applies to bikes. The subject can't be covered completely in the space allotted here but remember this. You should either purchase Personal Injury Protection (not "pedestrian injury protection"...that's something different) coverage as a separate line item on your policy with a separate premium or you should complete the form to reject it for motorcycles only. If you don't do one or the other, you may have a \$10,000 setoff in what you can recover from the person who injures you in an accident on your bike. Standard PIP is \$10,000, but additional coverage in similar increments can be purchased separately. There's a very good reason for doing that, but it's more complicated than will fit here.

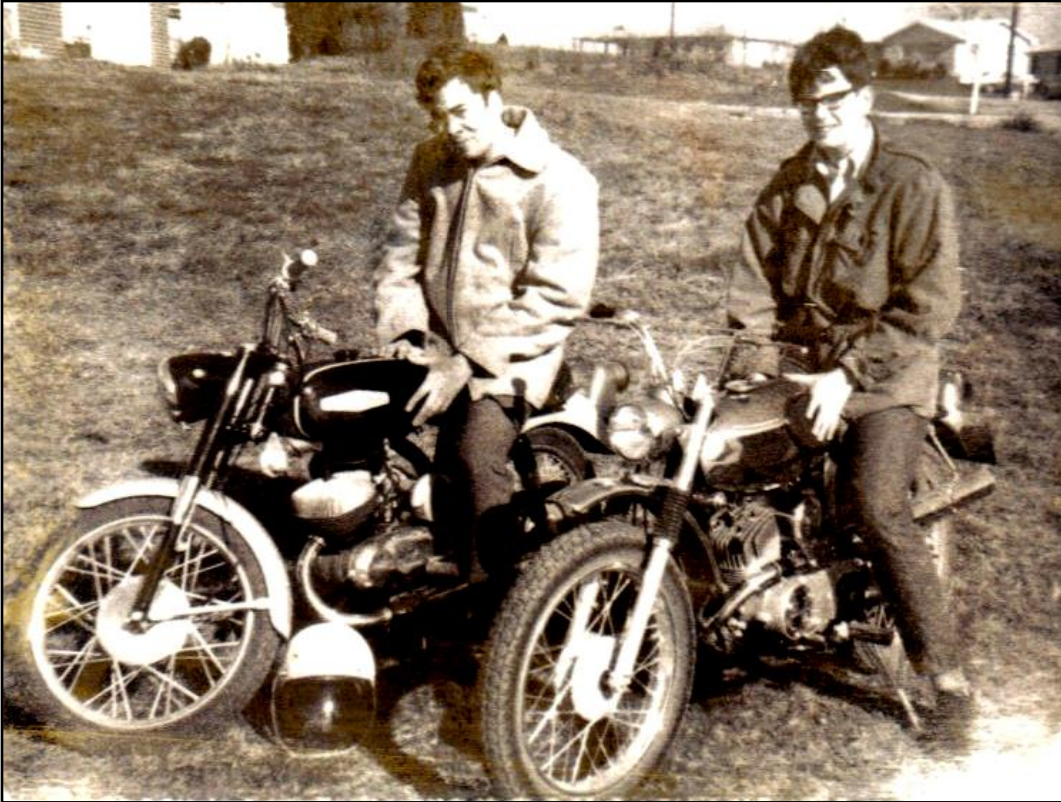
The above is not intended to be a comprehensive treatment of a very complicated subject. There are many large volumes of law books dedicated to insurance coverage and its many confusing subtexts. It is only a brief overview, designed to get you thinking about a topic you don't want to have to think about, but must.

All of these recommendations will raise your premium, but probably not as much as you think. The "takeaway" is this: Remember that the purpose of insurance is not to be as cheap as possible, but to protect what you have to lose.

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



# The way we were.....



Two riders on their first motorcycles.....

Frank Abraham (left) and James Street on a Harley Aermacchi 125 Rapide and a Bridgestone 100, respectively, taken in the fall of 1969.



Tom Weber (left) and three of his riding buddies from 1983, Buddy Goodlet (top center), Greg Yates (top right), and Curt Waugh (bottom center).

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



Lowell Roark with his 2009 R1200RT at Beartooth Pass in Montana last summer during a 7,000-mile ride with a stop at the MOA National Rally. Lowell won the Bluegrass Beemers Mileage Award this year with over 23,000 miles and the Events Award having attended 21 motorcycle events in 2010. Lowell has won the Mileage Award for the past three years and is a two-time Richard Caldwell Award winner.

## Lowell Roark, long-distance award winner

By Marrea Matthews

**“Alright!”, “Incredible guy!” and “Yeah!” were comments passing through the gathering at The Chop House when the Bluegrass Beemers held their annual banquet.**

The member with the greatest number of events attended (21) was announced and the gathering approved.

Then came the member with highest mileage for the year-23,000 plus! Then someone called out, “Well, he must never be home!” Lowell Roark rose to accept the awards with a very generous applause.

This was my third year attending the banquet and the third year I’ve seen Lowell called up for peer accolades. I’ve ridden with him a little and appreciate the tips he’s offered. I’ve marveled as he swept

through curves and disappeared. Later, I found him holding up in the straight stretches.

At the 2009 Lap of Kentucky, I teased him if he didn’t slow down, he would finish the lap in one day. It’s supposed to be appreciated over four days. He took the teasing with a grin.

So, seeing other Beemers appreciate Lowell’s accomplishments, I thought I would find out a little more about this rider and share it with the club.

Lowell grew up in Lexington and had cousins who had bikes and scooters. They lived in Clark County. It was riding their Harley Hummers (125 and 165cc) that Lowell first rode as a teenager.

Many years later, early 80’s, the desire to ride returned and Lowell took it back up.

He met others who rode and began touring. Lowell met Randy Scott during this time and bought his first BMW from



# Lowell Roark, long-distance award winner



**Lowell has attended 25 of the BMWMOA international rallies over the past 30 years and has ridden through every state in the continental U.S. and much of Canada.**

Randy. Since then the desire hasn't faded; he's continued riding the intervening 30 years.

BMW of North America has presented Lowell awards for riding 100,000 and 200,000 miles on their bikes.

So how does Lowell accomplish so many miles? The simple answer is he rides. "But where?" I asked.

Lowell explained out of the past 30 years he's attended 25 National BMWMOA Rallies. He takes in many regional BMW events, charity rides, and also rides with the Bluegrass Harley Owners Group.

But, often he just rides. Lowell explained you can't go wrong when you head through eastern Kentucky-Powell, Wolf, Estill, Bath, Fleming, Rowan Counties, etc. The scenery and the twisty roads cannot be beat.

An idea will present itself; sometimes he sits on it for a year or two while it evolves. Last year he rode what he calls the "North, South, East, West Tour". That was North Middletown, West Liberty, South Williamson, and East Bernstadt and back home in a day.

As for accomplishments that he's proud to own, Lowell explained he has ridden through every state in the continental United States and much of Canada.

On a bike he's "been out and part of it- smelled the smells, felt the air, and suffered in the heat and cold." He's also a life member of AMA because they protect the right to ride.

The answer to "Why?" was interesting. Lowell explained the reasons seem to have changed over the years. Now he rides for the pleasure of it- the scenery, the feel of sweeping through the curves, and going to interesting and historic places.



**Lowell on tour in New Zealand, 2005**



**Lowell at the end of the Alaska Highway in 2004**

## Lowell Roark, long-distance award winner



He enjoys meeting up with friends, some he sees only once a year at the rallies.

In the beginning it may have been a bit of the adventure factor- the challenge of learning to ride safely. Before retiring, riding was a break or a way to escape from the demands of work. Before cell phones you couldn't be reached while on the road.

The word "freedom" was used frequently in his explanation. For some trips he prefers to travel alone with a general itinerary and stop when and where he needs.

"The idea of not having anyone to answer to but yourself and your own safety is appealing," said Lowell. "That's part of the challenge and part of the pleasure. You make the decisions and live with it."

Once hearing Lowell explain to another how he had missed hitting a deer, he rapidly moved his hands to demonstrate a quick swerve.

So, remembering this, I asked about wrecking. He's not had anything that he didn't ride away from and that happened years ago. Lowell thinks this is due in part to good fortune and keeping skills sharp. He studies the safety articles in the *ON*, *AMA* magazines, etc. Then he practices the skill so that, like maneuvering to avoid that deer, the response is automatic. He's also taken MSF Advanced Riders course to identify skills needing work. While doing his part to keep sharp, Lowell doesn't under estimate the good fortune with which he's been blessed.

Along this line, Lowell is concerned with the misuse of bikes on public roads and highways. He thinks that kind of riding should be taken to a track or closed course. Like many he finds loud bikes annoying.

Joyce Roark, Lowell's wife of almost 27 years, most always knows where Lowell is going and that he rides safely. During stretches of bad weather, Lowell wonders about and repeats, "I'm ready to go somewhere."

Joyce senses the "cabin fever" that builds. She doesn't so much give permission, but senses the importance that riding holds for Lowell.

So in early August, Lowell turns 70. I know many will join me in wishing him a happy birthday and many more great years of riding.



**Above: Lowell at the U.S. 27 Hill of Beans event, April 19th.**

**Left: Lowell on his 1996 R1100 RT (over 134,000 miles) at the European Bike Rally in Burkesville, 2009.**



# horse whispers

By Rebecca Ruschell



"horse whispers," by Rebecca (Sutherland) Ruschell  
in memory of Boone Sutherland,  
April 15, 1940—December 9, 2008

Lately we've been meeting  
Around old, familiar friends;  
I had forgotten just how much  
I really had missed them.

## horse whispers

Into the Sonoran desert  
Out on a hot western day,  
We meet again with rooted spirits  
In our new, unwavering way.

## horse whispers

There with Cherokee and Elvis  
Working in the dusty ring,  
I feel the grace of presence  
and you don't miss a thing.

## horse whispers

In honor of your birthday  
I went out riding once again,  
This time it was with Johnny  
And your magic on the wind.

## horse whispers

And now your closest cowboys  
Claim another ride with their brother,  
Cruising freedom by your side  
Connecting, one after the other.

## horse whispers

The veil is very thin, Daddy;  
It's not really even there.  
Thanks for sticking so close,  
For your whispers we all share.

## Boone Sutherland memorial/benefit ride 2011 draws 14 riders, raises \$500 for God's Pantry



This group assembled in the Frisch's parking lot prior to the Boone Sutherland memorial ride on April 30th. Randolph Scott organized the ride which included about 175 miles of some of Boone's favorite two-lanes in the area. The group stopped at the cemetery to pay respects to Boone, then rode to The Kickstand in Burgin, concluding with a lunch at the Village Inn diner across the street. The Kickstand contributed door prizes, and Tom Weber won the \$25 poker hand, a contribution from the Randolph Scott Insurance Agency to enable all funds raised on the benefit ride, \$500, to go to God's Pantry.

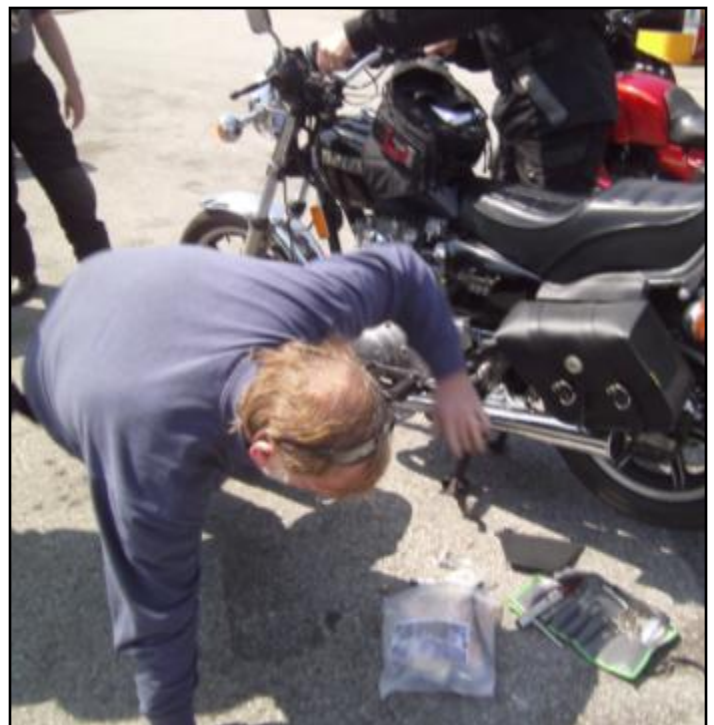
Photography by Tom Weber





# Boone Sutherland memorial/benefit ride 2011 draws 14 riders, raises \$500 for God's Pantry

Photography by Tom Weber





## TO BOONE SUTHERLAND

By Tom Weber



**This document is one of many I have tried to write in the days since the “Boone Memorial Ride” Saturday April 30, 2011.**

Fourteen bikes left with 14 riders. Thirteen bikes with 14 riders returned.

I wish I had personally known Boone Sutherland, but for now I will have to be satisfied with knowing him through his many good friends. Many of them attending the weekly “Bluegrass Beamer Break fast” since the mid 80’s.

I realize that it has only been about a year since my first Bluegrass Beamer Breakfast. For I have only been a BMW MOA member and a BMW Rider for the past two years, but I remember feeling quite nervous that first day, walking in and asking, “Who here is Steve Little?” I’ll bet that caught him by surprise; it caught me by

surprise. You see, I did not realize that we had a mutual friend, Donnie, a young man of immense inner strength, for he became a quadriplegic in his early 20’s through an accident, but his spirit has never wavered.

It did not take long that first morning there at Frisch’s on Harrodsburg Road in Lexington, before I started to feel much more comfortable with a large group of, then strangers, now fellow “Bluegrass Beamer Riders. That kind of stuff means an awful lot to me.

(P.S. That type of behavior is quite out of the ordinary for me, for I am the quiet one sitting in the corner.)

I met a lot of new people that day, and I soon realized what it meant to be a BMW MOA Member, the camaraderie was amazing.

Each week that I go, I always meet someone new. I don’t have near the stories to tell, that many of the long-term serious riders have, but that really does not matter. I sure enjoy listening to those stories, listening to their experiences with others they have ridden with, especially from those that were here when “Boone was here.”

Sometime I would hear a little bit about his antics. I wish I could have known “Boone Sutherland” personally, and someday I hope to be lucky enough to have as many friends as he did, and it would be an even greater honor, to hang out with him “on the other side,” but until then, he will live on through all that have known him, and all that loved him, so say we all.

In closing, I would like to thank each and every one of you for your hospitality. I have

really enjoyed my short time there, but I plan for it to continue far into the future.

TO Mr. Boone Sutherland, WE SALUTE YOU. Thank you for bringing all these fine people together. If it were not for people like you, many of us may never have met, with life’s path of a “rocky & bumpy road,” we could all use all the friends and support we can get!!

Every day is a good day to ride, when you ride with a group of friends for a common cause. It then becomes a “Great Day to Ride.” Zoom, zoom, zoom, no one can have too much “ZOOMTIME”!!

Now ya’ll don’t forget, that little ole’ place at the corner of where I have been and where I am going. It’s called “Ernie’s.” It’s just down the road. Let’s all write on a dollar bill and let Boone know we are thinking of him. As soon as I write this, I realize, he already does. Amen



# Boone Sutherland memorial/benefit ride 2011 draws 14 riders, raises \$500 for God's Pantry

Photography by Tom Weber





# Bluegrass Beemers, April 30th



Above: Roberto Munoz with his new 2009 Moto Guzzi California Vintage. Below: Jessie Vaca on his 2011 R1200 GS.

Above: Sean Quinn with his 2003 MV Augusta F4 with 2,400 miles. Below: Hubert Burton on his Suzuki 1250 Bandit S.





# Ernie's



Have you ever been to Ernie's in downtown Spears? I'll stop here when I take the long way to work. Apparently, this little store has been around since I believe 1915! Every time I have stopped in, the same 2-3 farmers are always there. I also am trying to re-start their effort of covering the ceiling in dollar bills! Just write a note on the bill, you can put it up yourself or have them put it up for you. I think I counted 38 on this day, one of them is mine from a few days before.

—Tom Weber



# Earnie's

Photography by Tom Weber





# Go West Young Bike

(Or, How Paul's Bike Finds a New Home In Hawaii)



By Robert D. Beard

**W**hen I was fifteen years old I acquired my first motorcycle. Since that time there has been only one six month span when there has not been some motorized two-wheel transportation registered to me. Until now.....

Sure, I still have Mary's bike in the garage. It is a 1997 BMW R850R that we have owned since new. Yes, I can ride it any time I like.....but C'MON! it is a girl's bike, right? And my name is not on the pink slip (actually it is, but let me spin this my own way, please). And, and.....and just because. I mean if she has a bike, and I do not have a bike of my own how can we possibly go riding together? Right? I NEED another motorcycle out there in the garage.

(Oh, and just a short insert here: Anyone who even thought about the phrase "two-up" while reading that last paragraph can just step outside and throw themselves off something very tall)



**1998 Honda Valkyrie with a double-wide California Sidecars unit attached. A motorcycle with the carrying capacity of a Winnebago.**

Only a short time ago there were three motorcycles living in perfect (and close-quartered) harmony down in our garage. There was the 1998 Honda Valkyrie with a double-wide California Sidecars unit attached:

And there was the 2008 Kawasaki Versys:



**2008 Kawasaki Versys: Stacking up all the motorcycles I have owned over the years this one would lay claim to the "Most Fun" prize. (Look closely and you can see the Porsche Marmoset sticker I had applied to the tank.)**

So, I am looking around at this and that, trying to decide what to buy next, while circling closer and closer to the candle flame of truth wavering brightly in the center of my psyche: I crave another old Airhead.

Listen, I am not Joe Racy canyon guy, and I am most certainly not Mr. CruiserCycle-Man. I like my riding to be in that zone where my motorcycle is not ahead of my brain and reflexes, and my feet are not ahead of my butt. I like my motorcycles to be quiet, smooth, fast enough, and of a mechanical nature that lends itself to an appreciation of my neophyte wrenching skills. I like showing up at work with a vehicle that draws appreciative comments from coworkers who have acquired only 60% of the time on this planet than the vehicle in question. I like gasoline blowing into the cylinders after being vaporized into droplets by the action of venturis. I like the idea that the operation of the mechanical parts was engineered before the end look. I like the idea of giving this

But the Versys was sold to pay off the remains of a business debt, and the Valkyrie was sold just because it is a HUGE motorcycle and I really did not use it that much. It still had less than 18,000 miles on it at the time of sale.

This brings me right back to the whiney point I have been rationalizing, and that is that I need another motorcycle. I should mention too that I have also sold my truck which leaves me without vehicle of any sort. Neeeeeed!



# Go West Young Bike

(Or, How Paul's Bike Finds a New Home In Hawaii)

same motorcycle to my four year old grand-daughter someday.

And, more recently, I like the idea of continuing to fill my gas tank with only a single \$20 bill.

So I started casting around for an older Airhead to fill that aching longing. This will not be my first vintage Beemer, having owned both a 1978 R100/7 and a 1976 R75/7 in times past. The '78' came to me in rough, low mileage-but-neglected form and over a period of years became merely respectable in appearance but stone reliable in performance. I think I put something like 70,000 miles on that bike in the next 5 years and would still ride it cross country at the drop of a hat. Roy had it in his garage for some time, and I think Danny Phillips even raced it once when his bike was down.

The 1976 R75 was a bit of a gamble on my part; I bought it on EBay, while living in Hawaii, from a guy living in Pocatello, Idaho. The photos he posted were pure schlock showing the bike to be dust-covered and hemmed in by boxes, bird cages and whatnot. But the description was passable and rounds of phone calls and emails revealed a motorcycle that had been bought new by a neighbor while he was stationed in Germany. Motorcycle was ridden for two months of the year for the next 10 years (Idaho, remember?) and then sold to the present owner who had the same riding schedule right up to the time I bought it. Serviced at the local BMW shop every spring AND fall, with a stack of invoices to prove it. At that time you could

get the German models with some things not available here in the U.S. for the same year model. From the factory this bike was equipped with a color-matched 'S' fairing, kick start and dual drilled discs up front. San Jose fork brace, tinted 'S' windshield, and a lightened flywheel were the sole non-stock additions besides the Corbin seat. A treasure trove of spares and the original seat and chrome railing came with the bike. It had 20,200 miles at the time I bought it for \$2,200.

For reasons that no living being can remember I sold that bike a couple of years later for \$3,000 which gave me the impression that I was a shrewd business person. If anyone would like to shoot me for selling this bike I will buy the bullet.

Back here in the present I am looking to replicate something along the same lines as one of those 70's era bikes. I like the /6 and /7 era as they are easy to work on, dependable, and that was what I first lusted after in my high school years when I found out about BMW's. I looked at some /5's but the pricing on parts for those are reaching escape velocity. Slash 2's? C'mon, if I am too cheap to spring for cylinders for a /5 do you really see me writing a check for a crankshaft to an R69s?

Having narrowed down my lust list I hit up Craigs List, EBay (hey, I got lucky once), word of mouth, friends, friends of friends, etc....My main problem in this scavenger hunt is that I live in Hawaii, and the population of nice, older BMW's can be counted on a

single hand with two fingers missing. There was one nice 1976 R75/7 which had originally been purchased in Germany by a guy who was stationed there....but the current owner would not sell it back to the quivering, pleading, pathetic joker who sold it to him. Okay, so it needs to be an off-island purchase. This obviously requires that after purchase it will need to be ridden cross-country to California and thence shipped to Hawaii. This also serves to narrow the scope and range of motorcycles I am willing to buy. Projects, beaters, salvage titles, "easy-fixes", and obviously abused machines are not going to make the cut. Also, since I am coming to the mainland (this is how the North American Continent is referred to here in Hawaii) I would prefer that it be more of an east-side than a west coast purchase. If I am going to go to all the expense and hassle of flying out to get this thing I am getting a good road trip out of it.

The more I searched, the more it became quite obvious that in the last couple of years the BMW's of the 1970's had reached the launching pad pricewise. They were not yet hurtling through the upper reaches of the atmosphere, but replicating that buy I got up in Pocatello was looking less and less likely. I did so much on-line searching and phone calling that I became somewhat adept (within the confines of my own feeble mind) at getting a sense of what kind of bike it was by reading the myriad subtle clues that sellers used. Picking out what they said, what they would not say, certain



phrasing....it was all a verbal Tarot card.....and I kept drawing The Fool.

**T**hen, fortune threw me a bone in the guise of our own Paul Elwyn. Paul has that 1979 R100, that I believe used to belong to Chester (?). Whatever. Paul, as we all know, is a careful, patient and methodical kind of guy in his approach to motorcycles and their maintenance. And he had been going through this old Airhead replacing some of this, repairing a bit of that, upgrading here and there, etc....And by the time he got around to feeling like he wanted to sell it I was coincidentally looking for a bike of just that caliber.

Sure, it has some miles on it, but once I get it home it is going to be living on an island where the speed limit is mostly less than 50 mph, and the total



# Go West Young Bike

(Or, How Paul's Bike Finds a New Home In Hawaii)

island perimeter is 120 miles. And let us not forget that it is a BMW!

Looking at the work Paul had done on the bike showed me that he had done just about everything I would have done myself were I the owner of this machine and was bringing it back to its reliable self.

Emails were exchanged, ideas were bandied about (if I were closer I would have applied Scotch to the process) and a deal was struck. Paul agreed to hold the bike for awhile until I could come out and get it. I have developed a positive dread of cold weather (residing in Hawaii can do that to you) and wanted some springtime in my ride schedule.

I located a "*perfect*" 'S' fairing from some lying bastard on EBay and shipped that to Paul to mount on the bike. He color matched it after repairing some of the perfection out of it, put the gauges in, and set it all up for me.

On May 3<sup>rd</sup>, 2011, right about the time you are reading this, I will be blowing into Lexington, hugging the daughters, granddaughter, son-in-law, and son-outlaw, picking up the new (to me) R100, and wending west (ish).

Tune in next month as the journey begins and a new home in Hawaii draws closer and closer for this old survivor (I mean the motorcycle).

—Bob



May 5th: Taking delivery of the 1979 R100

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