

January 2013

# Apex

*Looking Through The Curve*

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



# 'Thank you' from Dee Deakins Sawyer



Paul,

I just read the December Bluegrass Beemers newsletter with the wonderful article about Brian by Jim Haley.

Brian loved the time he spent racing motorcycles, and I know he would be most honored.

Please let everyone who came out and rode in his funeral procession to the ceme-

tery know how much his family and I appreciate their time creating *such a special memory* as we said 'good-bye' to Brian.

I would appreciate it if you could post this note in your next newsletter.

Kind Regards,  
**Dee Deakins Sawyer**

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

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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, 7-9:00 a.m.**



# Member Directory to be published; check your information for accuracy



Everyone:

We are in the process of putting together a new Bluegrass Beemers Directory and have emailed to you files for you to review so you can check your information for accuracy. If you missed this mail, let me know and I will send you the information that we have.

We plan to include information on past and present members. We will be providing a printed version of the directory. This information is for our members' use only, and will not be shared with anyone outside our club.

If you don't want your information included in this directory, please let me know. It will be a couple of months before we have all the information organized for publication. I have included a list of our members' names and their paid up through date.

Please check this list to make sure I have the correct date for your membership.

Also, it's time to pay your \$12 club dues.

Roy Rowlett  
Kr4mo@yahoo.com





## **Saturday @ Frisch's 7-9 am**

### **Ohlins, Racetech provide upgrades for 147,420-mile R100**

Daniel Phillips stands with his trusty 1982 R100CS now sporting Ohlins rear suspension and Racetech cartridge front forks which transform the bike's behavior, according to Daniel.

This boxer with 147,420 miles on the odometer not too long ago was freshened with powdercoated wheels and chassis bits along with paint in the original scheme by Art Daley.

—PE





# ***Saturday*** @ Frisch's 7-9 am



Left: Jim Hodsdon with his 1973 R75/5 showing 51,000 miles on the odometer.

Below: A moment of reflection and laying on of hands for Phillip Baugh's pristine 1962 R60 carrying new tires on the luggage rack.





# Time to winterize

By Roy Rowlett



**O**K guys and gals, it's getting to that time of year. Time to park the bikes for longer periods at a time.

Some of us ride no matter the weather, some park em for the season. No matter which category you fall into here's some sage advice to make sure it's ready when you want to ride.

longed sitting with old fuel. Some recommend a product called "Sea Foam". I use this pretty regularly to help keep the fuel system clean. I haven't seen it advertized as a stabilizer, but have read of others who swear by it. Which ever product you decide to use, keep it in your tanks just in case you don't get to ride for a while.

**Batteries:** We all know that the

terry Tender brand also. I leave it connected to the LT any time it's parked, cause I don't know when I'll get to ride again. The ones I use won't overcharge the battery. If you just have a regular trickle charger, hook it up at least once a week for several hours to keep yours topped up.

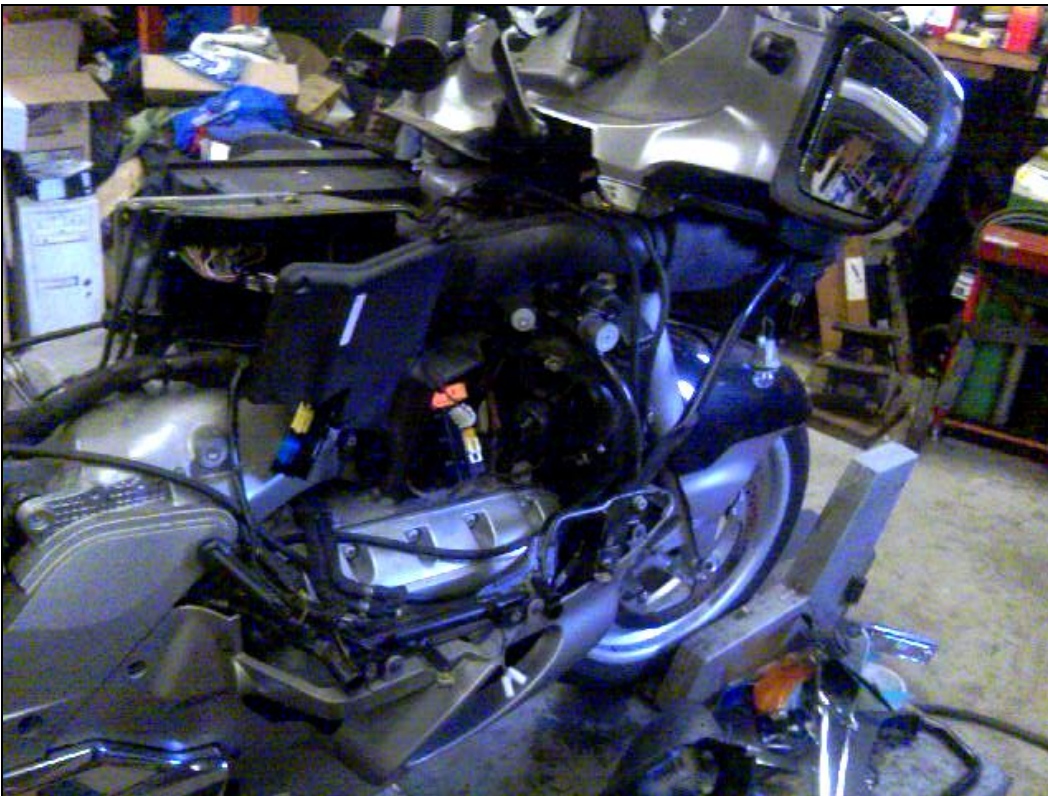
**Tires:** Make sure your tires are aired up to the recommended pressure. A low tire sitting for

**Bodywork and chrome:** Keep a good coat of wax on your motorcycle. You might consider wiping it down regularly if it is in a nonheated environment, to help keep moisture off the chrome and stop it from pitting. Use a breathable cover, ie bed sheet, to let it breathe but keep dirt and dust off of it.

**Fluids:** Some folks change the fluids (oils) before parking for the winter. If your'e gonna be riding occasionally this isn't a big necessity. Some change the oils first thing in the spring after an extended time parked. Short rides usually don't get the oil hot enough to get the moisture out of it that collects when you park it with a warm engine. As it cools it attracts moisture.

Take care of your ride and it'll take care of you when you need it.

—Roy



**Fuel Stabilizer:** This time of year, I put a dose of Sta-Bil fuel stabilizer in everything that uses fuel, even my fuel cans. Today's fuels are not real stable, and can turn in a couple months or less. The fuel pumps on our BMW's do NOT like the sludge that forms from pro-

newer BMWs have a lot of gadgets that draw on our batteries. Alarm systems, clocks, canbus computers, all have a small amount of current draw on our batteries continuously. Keep a good battery maintainer/charger on your battery. I use a BMW automatic charger, and the Bat-

extended periods can develop a flat spot on the bottom. If you know you won't be riding for a couple months, you might consider blocking the bike up with the centerstand and a jack or block to hold both tires off the ground.

**I** recall an interview once in which a well-known author was asked by an aspiring writer for some advice in getting started in the craft. The veteran told the newcomer, "If you don't have to write, don't."

By this she meant that if the urge to put down your stories on paper isn't irresistible, then the process probably isn't worth the toll it takes on you, your time and your life. I thought then that this is true of other things in the human condition as well.

I ride motorcycles because I like it, but it's more than that. I *have* to ride. It fits a receptor in my body, my psyche, like a drug fits a receptor to calm a craving or relieve a pain. If I don't do it, I get antsy, out of sorts and downright hard to live with.

In the winter, ice and snow often make it impossible (well, infeasible) to ride for a week or two, and I begin pacing the cage like a zoo animal. That creature may never have been in the wild, may be the product of several generations of captive breeding, but the internal drive to be on the other side of the barrier is undeniable.

It's the same for me. I stare out the window at the snow, watch the weather forecast over and over hoping for the slightest glimmer of hope, of a change in conditions sufficient to get the ice off the road and me in the saddle.

Consequently, my bikes always look like they've been through a war, with salt spray and grime caked in every crevice, hand covers tattered and duct-taped on the bars and an old faded tank bag to hold optional cold-weather gear. I show up at breakfast on days when no sane rational person would ride (though I've noticed that I'm very seldom the only one doing so) but it's not praiseworthy, it's addiction. To paraphrase an old song, "I don't

want the cure, I'll just stay addicted and hope I can endure."

Certainly it's easier to travel by car, protected from the elements, climate controlled and safe behind airbags and crumple zones, with all the space one could ever want for stuff that one might never even need.

On a bike, we're vulnerable, exposed and limited to the bare essentials....and that's just the way it should be. I like the idea that everything I'm going to use for the next two weeks or whatever period of time, has to fit in the space of a saddlebag or a tankbag, less room than the typical backpacker has in a trekking pack. It makes one really think about what is needed rather than just wanted or convenient. I like it that I feel everything that happens, the rain (of course, the rain!) the changes in temperature, the smells—good or bad.

I like it that I can turn around in the middle of the road and park in not much more space than is required for a man to stand, to get a picture or just a view of something interesting. I like it that I'm doing what I want to do as soon as I pull out of my driveway instead of just being transported (albeit in comfort) to somewhere else to begin the enjoyment of some activity there. My perfect trip is not knowing where I will be at nightfall for days or weeks at a time.

I like the ritual of the thing. It is important. The putting on of the gear, the same way each time, preparing for an activity that brings pleasure, that requires experience and skill and knowledge that not everyone has, is comforting. The boots go on with the satisfying fit of long wearing, the zipper comes up and the velcro strap is fastened. The jacket slips onto shoulders that have molded the pads to fit their contours. The helmet is buckled with fingers that no longer require direction to perform the task. Then the



## Irresistible Impulse

By John Rice

gloves, the last item, the thing that says we're ready to go now. The gloves are soft from use, the leather having exchanged oil with these fingers many times before. They fit the hand and the gloved hand fits the grip.

Then there is the turning on of the fuel tap, the quick scan of the instruments as they come to life with the turning of the key. I also have a fuel injected bike and I realize that I actually miss the fuel tap, the solid clicking into place of the detent as the tap was opened or closed. The closing was both literal and figurative as it meant the end of the ride; the bike was shutting down until the next time. The opening was the beginning of the ride, the last thing before the engine fired up to take me on my way to somewhere or nowhere in particular.

All of these features are part of my fabric, and that of every one of us around the table at Frisch's, and as inextricable as a dog's need to chase that which moves.

You can suppress it with training, with discipline, with bribery, but it will come out, it won't go away completely, no matter what you do.

The craving is slightly less now, with age and its accompanying infirmities, but still there. Now that I'm "semi-retired", I get to ride sometimes during the week and so the need to get out in the pre-dawn darkness on Saturday isn't quite as compelling as it once was. I go more often now for the smaller bikes in the junkyard that is my garage, the ones that I can more easily handle as I back them out and hoist a leg over the seat. I'm more tentative on the corners, usually a half-step behind on my timing and often find that I'm losing focus just when I need it....but the need to move on two wheels is still there, still compelling and still satisfying when the itch is scratched.

See you on Saturday.

—John



## LOWELL ROARK WINS THIRD PLACE IN MILEAGE CONTEST

By Lynn Montgomery

Over 40 riders participated in *The KICKSTAND*'s 2012 Annual Motorcycle Mileage Contest. Between October 2011 and October 2012, the contestants individually rode 5,100 to over 36,000 miles. Bluegrass Beemer Lowell Roark rode 18,371 miles during that time, earning him the contest's 3<sup>rd</sup> Place finish. Lowell accumulated his miles on four different bikes – a 1999 BMW GS, a 2009 BMW RT, a 2011 BMW R1200 GS and a 2011 H-D Street Glide.



### *The KICKSTAND*'s Top 5 High Mileage Riders in 2012:

1 <sup>st</sup> Place	Sherrell Cornish	Springfield, KY	36,661 Miles
2 <sup>nd</sup> Place	Bill Newton	Springfield, KY	36,552 Miles
3 <sup>rd</sup> Place	Lowell Roark	Winchester, KY	18,371 Miles
4 <sup>th</sup> Place	Dennis Traynor	Nicholasville, KY	17,643 Miles
5 <sup>th</sup> Place	William Curtsinger	Lawrenceburg, KY	14,293 Miles

It was the sixth year for *The KICKSTAND*'s Annual Motorcycle Mileage Contest. Historically, the lowest annual mileage recorded to win Third Place in the contest was 10,183 in 2007 and the highest annual mileage recorded to win First Place in the contest was 55,092 in 2010. Since the average American motorcyclist rides 1,000 – 2,000 miles per year, *The KICKSTAND* has reason to be quite proud of their riding customer base.

If you're wishing you had entered the 2013 contest, it's not too late. While the contest officially runs October to October, you can enter it at any time. Just ride into *The KICKSTAND*, fill out a form and have your odometer read. Return the next October to have your odometer verified again. The three people who have ridden the most miles during that period will receive 1<sup>st</sup>, 2<sup>nd</sup> & 3<sup>rd</sup> Place trophies and their names will be engraved on the Annual Mileage Contest Winners plaque, which is kept on display in the store. The other riders, who start and finish the contest, will receive an Annual Motorcycle Mileage Contest Certificate. The year's top three high mileage riders will be notified by phone and the trophies and the certificates may be picked up at *The KICKSTAND*. If you've got any questions, just contact the store.

Lowell has signed-up to participate in the 2013 contest so competitive riders beware!



Lowell, his trophy and one of the bikes he rode to win.



Fellow Bluegrass Beemers Lee Thompson and Ray Montgomery present Lowell with his trophy.



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# HAPPY NEW GEAR!

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