

October 2013

Apex

Looking Through The Curve

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



Memorial service offered impressive overview of Roberto's life



Roberto Munoz



Many of us have survived to an age that increasingly confronts us with our vulnerabilities to life events. We more than likely are more aware and more reflective.

When Roberto appeared with his new Moto Guzzi 1400 Touring, we did not know that he was ill and soon would be dead. In fact, Roberto possibly did not know at that point. His wife, Sarah, volunteered that he entered the hospital for gall bladder surgery and was told that

he had pancreatic cancer. He died three weeks later.

The Munoz family did a fantastic job of pulling together memorabilia and setting an appropriate atmosphere for Roberto's service on September 7th.

Upon entering the Milward funeral services facility off Man O' War, visitors first encountered Roberto's latest Moto Guzzi with his gloves and chipped helmet perched on the seat. In the adjoining room on tables were displays including Roberto's radio control

helicopter on one table and an Eldorado fuel tank on another, along with Moto Guzzi memorabilia. The room featured several photo displays of Roberto and his family.

The service was well

attended with family and friends. Food and drink were provided. This was a very thoughtful service that captured well the life of Roberto Munoz.

—PE



A good rally could have been better

By Lowell Roark, *President*



I think there was a lot of good cooperation among everyone who participated.

The work that had to be done was well attended to.

We could have had more involvement by more people and had more activities or local scenic rides, poker run, etc. We need somehow to create

more enthusiasm among our members to make the rally grow. We had a good rally but it could have been better. I guess it depends on how big we

want it to get because the better we make it the bigger it will get and the more risk we take.

It's up to us.



Rally Lunch Ride to Sunset Grill

By Ray Brooks

Lowell Roark and I organized a ride for Rally attendees again this year. Our destination was Sunset Grill in Warsaw, KY for lunch.

Sunset Grill is a nice restaurant with indoor and outdoor dining on the banks of the Ohio River. A scenic spot with a view up and down the river, it is a favorite stop for motorcyclists.

With Lowell taking the lead and me riding sweep, our group of ten riders departed the campgrounds at 10:15 a.m. heading North on US 127 with blue skies, sunshine, and a tempera-



ture of 68 degrees. It was a leisurely ride with great roads winding thru North Central Kentucky. After a brief stop at the Kentucky Motor Speedway in Sparta, KY, we arrived at Sunset Grill.

We elected to have lunch on the outdoor deck where we

enjoyed watching barge transports at work on the river and making new friends.

The return trip took us along the Ohio River to Carrollton, KY and back into Frankfort on curvy US 421. We had covered about 125 miles and arrived

back at the campgrounds at approximately 2:45 p.m.

It was a great ride and a great opportunity to introduce some of our rally's first time attendees to the beauty and great roads of Kentucky.

They were quite impressed.

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

Beemers in the Bluegrass, 2013

Rally Fund Report: Another successful rally

By Roy Rowlett, *Treasurer*



It's your rally, and you make it work

By John Rice, *Rally Chairman*



Rally Fund Prior to Rally:	\$1064.38
AMA Sanction and Insurance	\$ 345.00
Rally Consumables	\$ 95.00
Porta Potties	\$ 500.00
Campground	\$ 250.00
Food Vendor	\$1,350.00
Awards	\$ 53.00
Patches	\$ 171.00
Change for Registration	\$ 200.00
Redeposit to Rally Fund	\$ 839.00
Current (09-16-2013) Rally Fund Balance	\$1,215.38

Rally # 20 is in the books as a complete success.

Over 100 attendees, perfect weather and no mishaps recorded, just the way we wanted it to be.

We had, as usual, a lot of returning riders who told us that this is a regular event on their calendars, not to be missed.

All of our success (well, OK,

maybe not the weather) is due to the work and dedication of the club members and volunteers who work throughout the year to make it happen.

People show up to do what needs to be done, without complaint, when they need to be there and do it right.

Thanks to all of you. It's your rally, and you make it work.



Photo by Roy Rowlett

Beemers in the Bluegrass, 2013

Beemers in the Bluegrass, 2013 was blessed with *PERFECT* weather with sunshine all weekend, temperatures ranging from 41 degrees at night to 77 degrees during the day.

One hundred six riders joined us, the last arriving from Michigan at 10:00 am on Sunday. Art Grimes couldn't get away on his R1100S until after 2pm on Saturday, but he was determined to attend our rally.

The Bluegrass Beemers knockdown crew welcomed him, admired his trusty S, and ensured Art would have at least a few minutes of hospitality before hitting the road back to Michigan where a rain front was awaiting him. We discussed a few scenic return routes with Art settling on 421 out of Frankfort up through Madison as the launch for his return trip.

Art didn't seem to be concerned with having missed the rally. He simply enjoyed the good riding he was handed, inspected the site and pledged to arrive early next year.

The campground appeared especially well groomed, having been regularly mowed to offer soft, short grass, the new stone fire pits ready for firewood to warm campers and lend appropriate natural light into the early hours, along with lingering smoke for everyone to carry home as rally fragrance.

Rally Chairman John Rice, consulting with rally guru Roy Rowlett, provided leadership for the many club volunteers, too many to attempt to list, who made the weekend possible.

Check out the images on the next few pages that capture the weekend.

—PE



Ben Prewitt, feeling especially energized in anticipation of the rally, pulls a stump from the ground at Stillwaters Campground on Thursday during setup.

Beemers in the Bluegrass, 2013



Art Grimes of Michigan was the last to arrive, at 10am on Sunday, having left home after 2pm on Saturday. He enjoyed talking with Bluegrass Beemers members cleaning up the site and vowed to return next year.



Kate has been rallying her entire life, for 3.5 years.

Beemers in the Bluegrass, 2013



Beemers in the Bluegrass, 2013



Lowell Roark (right) checks out his former ride, a 1982 R100RT, which now belongs to Paul Rice.



Jay Smythe on his nearly new F800 GS

Beemers in the Bluegrass, 2013



BMW Motorcycles of Louisville Director Todd Newman (right) rode a new F800 Adventure to the rally for riders to inspect. Phillip Baugh at the controls with Mark Rense looking on to his left check out the digital display.



Joe Stewart and his wife, P.J., every year assist with the rally.



Mark Michaels with friend, Therese. Mark bought Friday night firewood for the entire campground. John Rice bought Saturday night's firewood.

Beemers in the Bluegrass, 2013



Beemers in the Bluegrass, 2013



Fred White, 77, won the Oldest Rider award.

Registration paperwork was mistakenly burned during cleanup, so we cannot announce the four award winners in addition to Fred White, Oldest Rider.

Door prize providers included BMW Motorcycle Club of Nashville, TN; MOA, Mark Michaels, Phillip and Mary Baugh, John Rice, The Kickstand, Bob's BMW, BMW Motorcycles of Louisville, and I-75 Yamaha. Some of the winners are pictured on the next page.

Bob Walker provided a Kermit chair that was raffled. We don't have an actual number regarding dollars raised from people buying chances on the chair, but three out of four registrations included the purchase of chances to win.



Retired Florida BMW dealership owner Joe Katz didn't attend this year's rally. He was missed.



Beemers in the Bluegrass, 2013



Door prize winners receiving gifts from **Bob's BMW** include (from left) Steve Howard, Richard Loper, Mark Rense, and Lucie LePage.



Receiving door prizes from **I-75 Yamaha** were (from left) Mikee Sandlock and Bob Ganser. Winners of door prizes from **The Kickstand** include (from left) Clyde Austin and Jeremy Roberts.



Winning door prizes from **BMW Motorcycles of Louisville** were Dale Larson (left), John Street, and Mary Baugh. Ian Rice (far right) won \$127 in the 50/50 drawing.

Beemers in the Bluegrass, 2013



Beemers in the Bluegrass, 2013



Ray and Lynn Montgomery of The Kickstand operated both the store in Burgin and the rally van over the weekend.



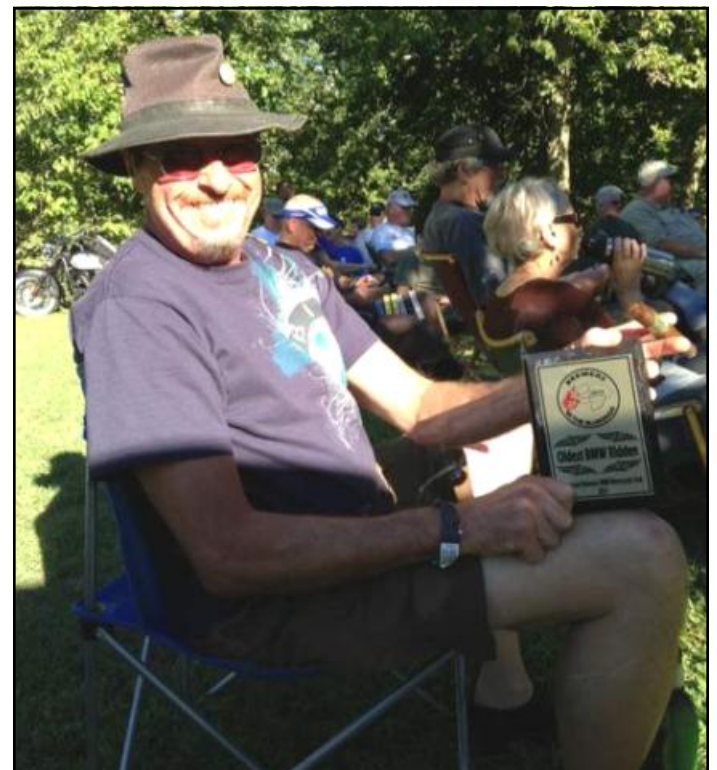
Beemers in the Bluegrass, 2013

Photos this page by Mark Michaels

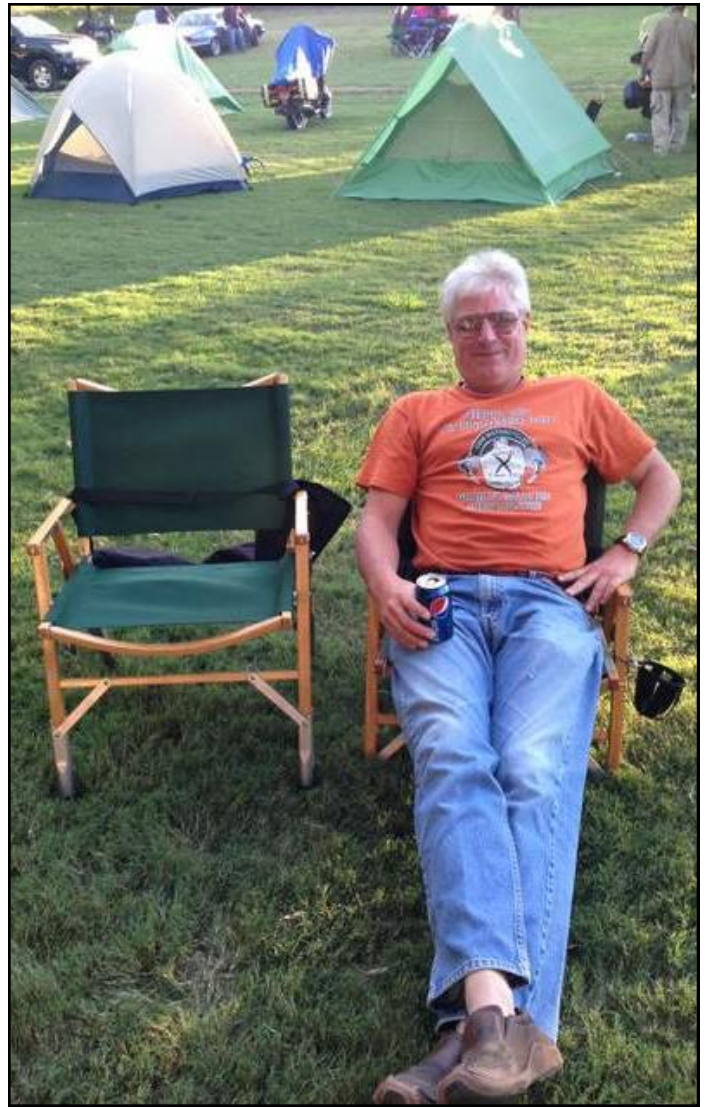


Beemers in the Bluegrass, 2013

Photos this page by Mark Michaels



Beemers in the Bluegrass, 2013



Therese displays the Kermit chair won by Mark Michaels, seated right. Bob Walker donated the chair to the rally.



Beemers in the Bluegrass, 2013

Photos this page by Mark Michaels



Beemers in the Bluegrass, 2013

Photos this page by Mark Michaels





Mitch Butler, owner of I-75 Yamaha in Richmond, provided a number of door prizes again this year for the Beemers in the Bluegrass Rally. Mitch for many years has been a supporter and Saturday breakfast member of Bluegrass Beemers. Thanks, Mitch, for your support with door prizes and for adding to the fun on Saturdays!

Photos by Lee Thompson

Beemers in the Bluegrass, 2013

Photos this page by Mark Rense



Ben Prewitt provided an air show for the rally as he has done every year.



Beemers in the Bluegrass, 2013

Photos this page by Mark Rense



Beemers in the Bluegrass, 2013

Photos this page by Mark Rense



Beemers in the Bluegrass, 2013

Photos this page by Tom Weber



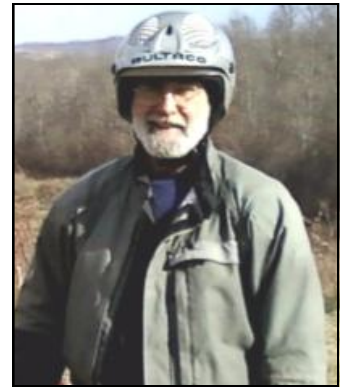
Beemers in the Bluegrass, 2013

Photos this page by Tom Weber



Choices 2: The Rest of the story

By John Rice



The 2009 GS is gone, sold to a young man from Indiana who seemed to be happy with his purchase. He's young and strong enough to make good use of what that incredible machine has to offer. I miss the bike's capability, but I don't miss the sense of disconnection and dependency that its modern technology gave me, nor the feeling of impending doom from the prospect of replacing expensive components if they were to fail.

The Suzuki DR 650 is still evolving. I've installed a new Corbin seat to replace the keister-killer it came with and changed the tires from the knobbies to Avon Distanzias which immediately made it a quite useable street machine, though it's still best used as a local area explorer. It is my go-to bike for errand running and "I'm just going for a short ride before dinner".

The 1993 PD now has just over 90,000 miles and even my sentimental attachment to the bike isn't enough to convince me that extended two-up trips on it are sufficiently risk-free from the standpoint of mechanical failure. If Brenda and I are going to keep traveling by motorcycle, something else is needed to replace the oilhead GS.

At our rally in September, a fellow from Louisville rode in on a black 1993 R100R. I admired it, noticing that it had only 25,000 miles on the odometer and looked remarkably clean and well tended. As I was looking at it, someone pointed out the owner sitting with the legendary Guenther Wuest at a nearby table. I

asked the owner if he was interested in selling the bike. His response was hesitant, he had not been thinking of selling it but would consider doing so. We discussed it briefly, he came up with a price (high for the model, but not out of range given the miles and condition) and I bought it.

I think we were both equally surprised at the transaction.

On Monday, Brenda drove me to Louisville to meet the owner for the transfer and I rode the machine home on back roads. No surprises, just a solid-feeling lightweight airhead boxer, purring along with its typical businesslike pace. I felt at home again.



Guenther had done the circlip replacement in the transmission, which meant to me that the gearbox had been reassembled to the highest standard I could imagine. (I've watched him work. I can't do anything as well as he works on boxer engines.) While nothing is certain, it gives me confidence that this part of the bike is sorted. The stock handlebars are too

tall and too pulled back for my taste, and it came with a Parabellum windshield, which I promptly cracked by installing my extender on top for the trip home. I guess that much torque on the edge was more than it could take. No worries, since my plan is to convert this bike, like its predecessor, to a semi-GS with the add-on bodywork for the front end, giving me the frame mounted windshield and GS-style bars.

Brenda and I took a day trip on the R100R, to reacquaint her with its feel, going up Rt. 60 to have lunch and pie at Rootabaker's marvelous bakery in Morehead, then taking 519 down to West Liberty (why is

come at this stage of our lives. I think she nailed it.

This bike will be a work-in-progress for as long as I own it, which is part of the charm of the airhead genre. Like the humans who ride them, they are limited somewhat by the DNA they came with, but within those limits they can become anything the imagination can devise.

I've experienced a lot of motorcycles in the past half-century of riding, everything from a chopper, to minibikes, to scooters, motocrossers, trials machines, repli-racers and more. The first time I rode an airhead BMW, in 1975, I felt a connection, a coming home to a place I'd never been, a "rightness" that I couldn't explain but wanted to continue. Not until 1981 could I buy one, the 1975 "Green Bike" that I still own and enjoy and I've always had one or more of the type 247's in the garage ever since.

I like to ride other machines, but I always come back to the airhead twin, like returning to hearth and home after journeys to foreign lands. It felt right in the beginning and it still does.

West Liberty many miles east of Liberty?) and wandering home on back roads from there. She says she likes this one. The oilhead GS, she says, was more solid, more stable, but it always seemed to be urging us on to go farther and faster. The R100R, in her words, is "a meanderer", one more suited to aimless exploration at a gentler pace, much like we have be-



Ian Rice

I started riding the TL 125 more and more.

Having the clutch felt a lot better than an auto clutch. Eventually I started trail riding on this, and I felt like I did much better riding. On rocks that would be hard to get over on the TTR 90 the TL would just roll over.

One time while trail riding, there was a ditch that we made into a trials section. This was a lot of fun as well as good practice. That day of trail riding was when we had to tow a Bultaco Sherpa T out of the woods.

I rode the TL through creeks and did small wheelies on a slope. I learned most of what I know about trials riding on it, too.

We eventually started working on the Hodaka, which as of right now is in pieces sitting in a garage. The TL 125 has lasted a long time and will keep going for a long time too.

Six Singles Part 4

By Ian Rice



Ian Rice on the TL



Over 100 riders registered for the 7th annual Bikes, Blues & BBQ event held this year on September 21 sponsored by The Kickstand.

Riders paid \$15 and passengers \$5 with all proceeds benefiting The Mercer County Firefighter's Christmas Toy Drive.

Kickstand owner Ray

Montgomery prior to the ride handed out awards for longest distance ridden to the event, oldest rider, youngest rider, newest rider license, newest bike, oldest bike, bike with highest mileage, and smallest displacement bike.

The Village Inn across the street provided a BBQ lunch for \$6, and The Five Below Band provided music from 10am until ride departure at 1:30 pm.







Lee Thompson assisted with traffic control.





Saturday @ Frisch's 7-9 am



Steve Little (left) rode his R80 Rat to breakfast. **THIS** is why we get up early on Saturday!

For Sale

2003 R1100S
Boxer Cup Replica
20,657 miles



I purchased this bike in 2007 from Louisville BMW with only 3,500 miles registered. It was a BMW lease bike. I added BMW system cases and Suburban handlebar risers, and tank bag; everything else is stock. 1,500 miles on Metzler tires. This bike is always maintained according to book, garaged kept, in excellent condition and ready to ride.

\$8,400

Lee Thompson
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Saturday @
Frisch's
7-9 am

The ultimate trike, based
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