

April 2015

Apex

Looking Through The Curve

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


Palm
CAFE

HOMEMADE
PIES

OPEN

Pie Heaven, Orick, CA

Photo by John Rice



Paradise found in California, John Rice may stay!

By Jeff Crabb

John has found a restaurant in Orick, CA that makes **home-made** pies. The question going through the heads of all who know him, will he ever leave the café?

For those that don't know, John is currently riding his new sidecar rig back from Washington state. He

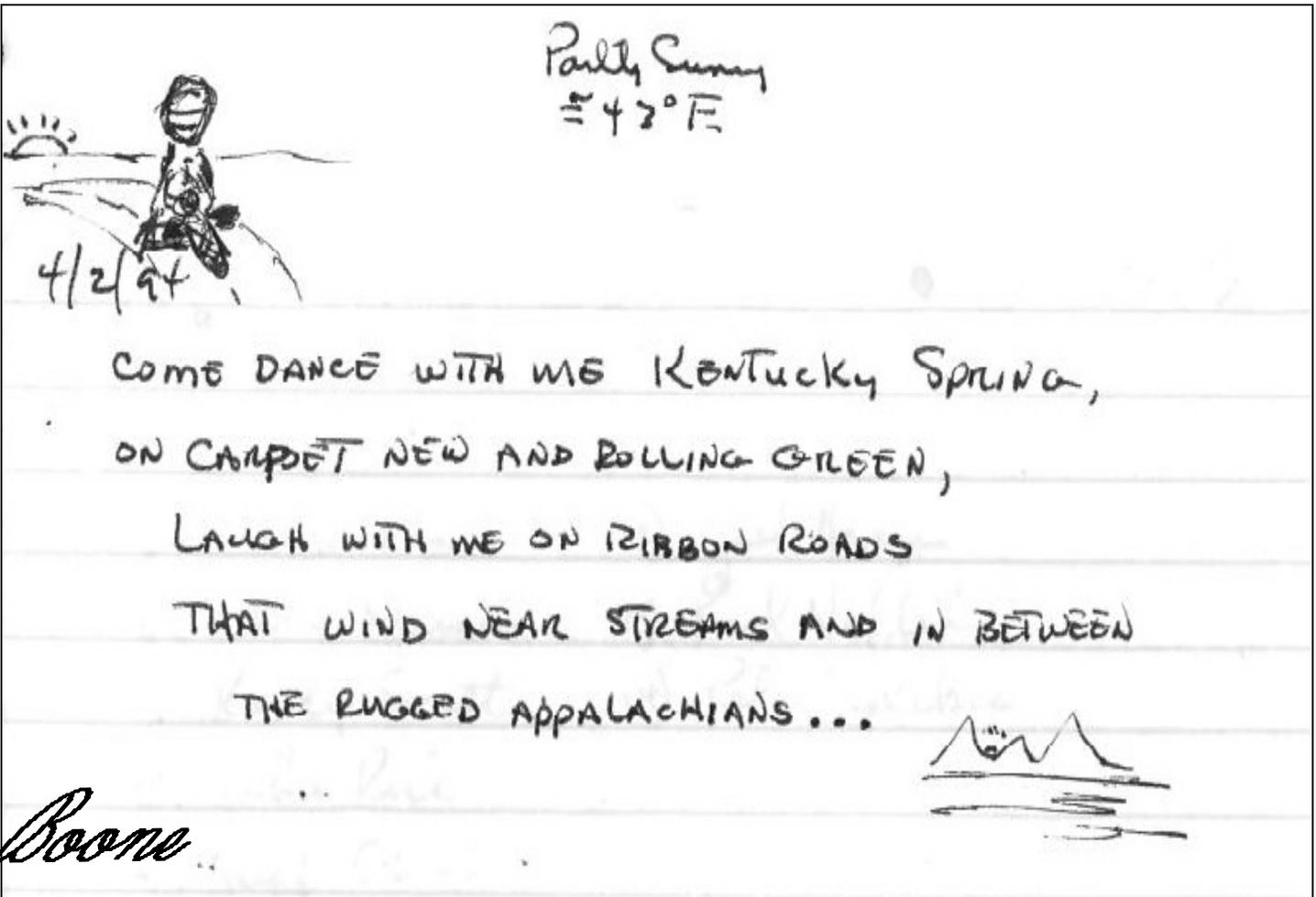
has two weeks to make it back and the pies will not make it any easier.

John has cordially invited all of us along for the ride via a blog. These blog postings can be found on our website under Ride Reports. This is something new we are trying out, hopefully it will work out and we'll have a new way of keeping up with

the travelers in our club.

This month's Apex is a little light, not much riding going on during the winter months. Hopefully, that will pick up soon and we'll have plenty of stories to share.

Please send all of your contributions to apex@bluegrassbeemers.org.



Apex is the official newsletter of Bluegrass Beemers, Inc.

Lexington, Kentucky MOA #146 RA #49

Jeff Crabb, *Editor* jdcrabb@hotmail.com

Deadline for submissions is the last day of the month.

Back issues of *Apex* can be accessed on our website

Join us at Frisch's on Harrodsburg Rd.

in Lexington, Kentucky on any Saturday, 7-9:00 a.m.

BMW Club
Bluegrass Beemers





From left to right, Paul Elwyn, Tom Weber, John Rice, Debbie, Mitch Butler, Todd Fuller, Lowell Roark, Roy Rowlett and Hubert Burton.

2015 Awards Banquet

The 2015 awards banquet was held on March 21st at the Chop House in Lexington. Awards were handed out to the following; most ridden to breakfast was a tie between John Rice & Roy Rowlett. Hubert Burton was second and Tom Weber

third. For attendance, Roy Rowlett pulled in first place, Tom Weber second and Jim Brandon third. Mileage ridden to breakfast was won by John Rice and Mitch Butler came in second place. Lowell Roark got the most event atten-

dance and mileage first place and Todd Fuller came in second place in both categories.

There were just over thirty people in attendance.

Dinner Ride—April 9th

The first dinner ride of 2015 for the Bluegrass Beemers will be at Wallace Station on Thursday April 9th at 6:30pm.

No need to RSVP—just be there around 6:30 with a healthy appetite—In case of nasty weather we may postpone, but a little rain most likely won't spoil your appetite.

Jonathan will be leaving Southland Christian Church's Harrodsburg Road Campus (5001 Harrodsburg Road, Nicholasville) at 5:30pm and take a not-so-direct route to Wallace Station.

Beemers in the Bluegrass Mini Rally

September 11th-13th, 2015

THE PARTY'S NOT OVER YET...BUT IT DOESN'T LAST FOREVER

By John Rice

There was a Wall Street Journal article a few months back that described what the author postulated was an increase in deaths among aging motorcyclists. Several of my non-riding friends immediately emailed the link to me, figuring that I was the poster boy for aging riders, at least among their circle, and I should be warned of the (unreasonable, in their minds) danger in which I was placing myself.

Fred Rau, the columnist for Motorcycle Consumer News took umbrage at the notion that our aging brains and bodies made us more likely to come to an ignominious end while riding and penned a column in the current issue of that magazine, refuting the idea that we grey-hairs are more likely to crash due to our decrepitude. (<http://bit.ly/18g5Gia>) Fred seemed to follow the usual mode of such responses, postulating among other things that we oldsters weren't really as accident prone as the statistics suggested. He pointed out some inconsistencies in the numbers and some factors the study hadn't considered, particularly the overall aging of the motorcycle riding population (i.e. of course there will be more older riders in the death stats, because a higher percentage of us are now older riders.) He's right in his calculations, but I think his raised dander misses an essential point of the matter, in my view.

I forwarded the article to Ted Cowen (my age and a Triumph rider) and he emailed me with this response:

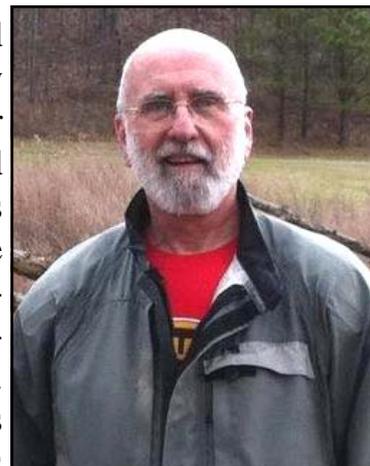
"As my friend Shivas has said: "Do ye na' ken ye're flyin' heer like a kite -- wi' nae mair than a thread holdin' ye? ... We are all kites in that wind." While I usually try keep a watchful eye on the threads of my children and

grandchildren and others (especially those of the younger persuasion), I find that -- as the years pass -- I have become less and less concerned about the fraying of my own thread. I don't intend that as permission for others

-- or myself -- to drive or ride irresponsibly, but I suspect I'm well past the point of being saved from the fraying of my own thread, and that is OK. From my perspective, this effort by the Wall Street Journal to "save" me seems a bit misguided. That said, I would deeply appreciate it if the WSJ would tackle the issue of distracted and reckless drivers."

I like Ted's perspective and it matches my own. As I have told my physicians, I'm not really interested much in ultimate longevity, just in being able to enjoy what reasonable amount of time I have left. That is not fatalistic or depressed, it is merely realistic. We are all going to die, eventually. At my age I have a lot more years behind me than if front and if I don't realize that, I'm not paying attention to reality.

My father, who lived to 94, had a number of observations about longevity, starting with "well, I guess I've missed my chance to die young", and "the trouble with extended life is that all those extra years come at the end when you're old." (He also noted that the best thing about being in his 90's was "no peer pressure".)



I do not want to be in the situation he eventually found himself in, essentially immobile, just waiting for enough bits to wear out and end the process. Though he kept a good attitude, for those last few years he wasn't having much fun. I do not want to be any burden to my family (don't ask them if I'm too late on that assessment!) and certainly do not want to

someone else clean up the mess. I have zero fear of death, (another of Dad's observations was "I'm ready to die...just not today") but quite a bit of apprehension over the prospect of disability that burdens someone else with my care.

I still try to ride in a manner that keeps my interest up, though I would not any longer be



considered by many to be a "sporting" rider. I don't ride recklessly and I do weigh the risks I take. I plan and hope to keep riding for many more years. But if I happen to meet my end on a bike due to my own or someone else's stupid-

just keep breathing for the sake of life itself.

I don't want to leave the party while I'm still having a good time....but more still, I don't want to be sitting there long after the music has stopped and the party is over, watching

ity or carelessness, I hope no one will decry my "early" demise. I've lived a long and interesting life so far and enjoyed almost all of it and if it ends while I'm doing something I love to do, well, that's not a bad way to go.

Club E-mail Group

Have you joined?

To subscribe send an e-mail to

Bgbeemers-subscribe@yahoogroups.com

Time to Ride!

By Jonathan McKeown, President



Well, we've done it - we've finally reached the point on the calendar when looking ahead at the 10 day forecast fills me with more hope than sorrow. After what seems to be an eternal winter I am ready to do a lot of riding this spring!

On one of the nicer days a few weeks ago Kirsten and I decided to hop on the beemer and head to Wallace Station for dinner. If you've not been there (or not had The Wallace Cubano) then you are missing out! I picked a decent route to minimize the amount of traffic we would encounter while still allowing us to make decent time. We rode out Military Pike, dodging a few potholes and keeping a keen eye out for motorists who hadn't seen two wheels and one headlight for far too long.

The cool air felt great - and the whole way there the thought of the delicious cubano danced in my head. I hung a right at the end of Military Pike and soon we were

headed out Pisgah Pike past hwy 60. Much to my surprise, there were quite a few areas where water had not-so-long-ago been covering the road, but we didn't have any issues.

After rolling through some beautiful horse country we finally arrived at our destination - only to find it had been closed for 5 hours. You see, Wallace Station was running on their winter hours, so my Cubano was not to be.

Since daylight was fading and our stomachs were growling, we jumped back on the bike and headed back into town for two Chicken Super Noodles from Bangkok House (another meal not to be missed!) The ride back into town was every bit as pleasant as the ride out!

At first I wanted to be upset about the unadvertised schedule change, but I realized that I would've missed on an extra hour or so of riding had I known they were closed - so no harm no foul.

I've been wanting to start having regular dinner rides for the crew and I still need to eat my first Cubano of 2015 - so I'm thinking we

should kill two birds with one ride... (or something like that?)

So... The First Dinner Ride of 2015 for the Bluegrass Beemers will be at Wallace Station on Thursday April 9th at 6:30pm. No



need to RSVP - just be there around 6:30 with a healthy appetite - In case of nasty weather we may postpone, but a little rain most likely won't spoil my appetite.

I will plan on leaving the Southland Christian Church's Harrodsburg Rd Campus (5001 Harrodsburg Rd, Nicholasville) at 5:30 pm and taking a not-so-direct route to Wallace Station. So if you'd like to meet me there and ride just shoot me a text/email/whatever. I'll hang there from 5:15-5:30.

I would love to see a few more meet-ups around town!

Books available on loan

The following books are available on loan. Email me when you want to borrow one, and I will bring it to breakfast (or whatever other arrangements need to be made...I can deliver within reason) and I'll put your name beside it on my list.

I don't mind if people keep them a while (it takes me forever to read a book now....I keep falling asleep and then have to re-read the last 10 pages or so) but I don't want to give them away for good. At least not yet.

John Rice
Rickey@aol.com



Bahnstormer By LJK Setwright
Streetwise By Malcolm Newell
The Bart Markel Story By Joe Scalzo
Mann of his Time By Ed Youngblood
Yesterday's Motorcycles By Karolevitz
The Scottish By Tommy Sandham
This Old Harley By Michael Dregni
Racer: the story of Gary Nixon By Joe Scalzo
All But My Life: Bio of Stirling Moss By Ken Purdy (OK, not a motorcycle book, but who doesn't like and respect Stirling Moss?)
Investment Biker By Jim Rogers
Obsessions Die Hard By Ed Culbertson
BMW Twins & Singles By Roy Bacon
Bitten by the Bullet By Steve Krzystyniak & Karen Goa
Cafe Racers of the 1960's By Mick Walker
More Proficient Motorcycling By David Hough
Tales of Triumph Motorcycles & the Meriden Factory:
By Hancox
Sport Riding Techniques By Nick Ienatasch
Total Control By Lee Parks

Smooth Riding By Reg Pridmore.
A Twist of The Wrist (Vol 1 & 2) By Keith Code
Triumph Tiger 100 and Daytona By J. R. Nelson
This Old Harley (anthology) By Dregni
Side Glances By Peter Egan
Mondo Enduro By Austin Vince
Big Sid's Vincati By Matthew Bieberman
101 Road Tales By Clement Salvadori
Riding with Rilke By Ted Bishop
Legendary Motorcycles By Luigi Corbetta
Lois on the Loose By Lois Pryce
Red Tape and White Knuckles By Lois Pryce
A Man Called Mike By Hilton (bio of Mike Hailwood)
The Perfect Vehicle By Melissa Pierson
One Man Caravan By Robert Fulton (first known circumnavigation of the world by motorcycle)
Monkey Butt By Rick Sieman
Ariel: The postwar models By Roy Bacon
Short Way Up By Steve Wilson
Endless Horizon By Dan Walsh
Leanings (1 & 2) By Peter Egan
Into the Heart of Africa By Jerry Smith
The Last Hurrah By Des Molloy
(Autographed copy, with DVD of the trip)
Whatever Happened to the British Motorcycle Industry
By Bert Hopwood
Down the Road By Steve Wilson
Motorcycling Excellence
By Motorcycle Safety Foundation
Leanings 3 By Peter Egan
Ghost Rider By Neal Peart



For Sale



"Bike Saved from its Previous Owner:"

"94 R1100RS Pearl White. Kept in heated garage always and has approx. 81K mi. Have extensive P.W. and maintenance records. Bike serviced and stamped by BMW dealerships up to 48K then owner maintained and have personal maintenance records. This bike comes with the following:

- 2 Windshields, one stock then a Aeroflow Sport Shield (pictured)
- Tank bra and bag
- Headlight protector
- Cylinder Guards
- Sargent Seat with three adjustments for height
- Tailrack
- BMW System Hard Bags with extra deep lids
- Odyssey Battery
- Sport chip installed for generous midrange acceleration (have stock chip)

Some of the more significant maintenance/repairs are:

- Clutch replaced/Spline Lube at 52K
 - Head and valve gaskets replaced/valve adjustments at 81K
 - Brakes Bled 81K
 - Oil and filter Changes every 5K(Amsoil)
 - Replaced HES @56K
 - Valves adjusted at approx. 10K intervals and have require little to no adjustment so far.
- Bike has Metzler Roadtech tires with approx. 5K on them.
- Air filter and replace fue lines when brakes last bleed @ 81K

This is an above average appearance bike with no real cosmetic challenges!!

\$3,400

Bill D. 270-403-1150

For Sale 2003 R1100S Boxer Cup Replica



22,356 miles

- BMW system cases
- Suburban handlebar risers
- tank bag
- fresh Metzlers

I purchased this lease bike in 2007 from Louisville BMW with only 3,500 miles registered.

This bike is always maintained according to book, garaged kept, in excellent condition and ready to ride.

Price Reduced!

~~\$7,900~~

\$6,900

Lee Thompson

leetlex92@gmail.com

859-475-7029



For Sale



New Mexico 2008

1986 BMW K75

41,929 MILES, GARAGE KEPT

TIRES ARE GOOD, 41,929 MILES

GARAGE KEPT, ALL FUNCTIONS WORK

AUX FLASHERS ON REAR BRAKE

TOURING BAGS, REAR TOP BOX

\$2,800

859-229-4496 or bob.biker1@gmail.com

www.bluegrassbeemers.org

For Sale 2008 BMW K1200S



- This bike has just over 7400 miles on the odometer.
- Tires have less than 1000 miles on them.
- Bike is in immaculate condition, always kept inside.

\$10,000 or reasonable offer

Roger Perry
859-489-6232

For Sale

Hard to Find Original Slash 5 Bags with mounts, \$450 plus shipping

Bags like these do not surface very often for sale! Come with mounts but I'm not certain is stock or fabricated. The bags are still deeply colored with well preserved pinstriping and roundels. One lid has a "bite" out of the lids inner seal not visible when closed but will let water in if riding in the rain. Perhaps can be repaired with some black PVC or replace lid or use as is and ride! Request pics.

\$450 plus shipping

Large unpainted Slash 5 fuel tank, \$425 plus shipping

Two very small dings, no other defects. No roundels/petcocks nor fuel lid. Great tank, Pics on request.

\$425 plus shipping

Bill Denzer
airhead@windstream.net

For Sale



- Brembo ABS brakes
- K bike close-ratio 6 speed
- HyperPro shocks
- Throttlemeister cruise
- nearly flawless OEM paint
- heated grips
- head guards
- stock clip-ons and LSL superbike bar conversion
- stock and custom (pictured) seats
- stock and touring shields
- rear seat cowling
- headlight protector shield
- BMW side cases
- cat eliminator pipe plus stock catalytic converter
- 50% left on Metzlers

1999 R1100 S

65,452 miles

\$4,650 obo

**Paul Elwyn
859-583-0205**

For Sale



2009 Suzuki DR 650 E, will have 12,000 miles on it soon, new Pirelli Scorpion Trail tires, Corbin seat (stock seat available if you have masochistic tendencies) Parabellum touring windshield, new brake pads, lowered pegs, luggage rack. (Luggage shown not included....you wouldn't want my dirty clothes anyway). Wonderful bike, but I'm out of room when I bring home the other one I just bought. \$3,000.00

John Rice
riceky@aol.com
859-229-4546



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TURN.**

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finally gets here!

