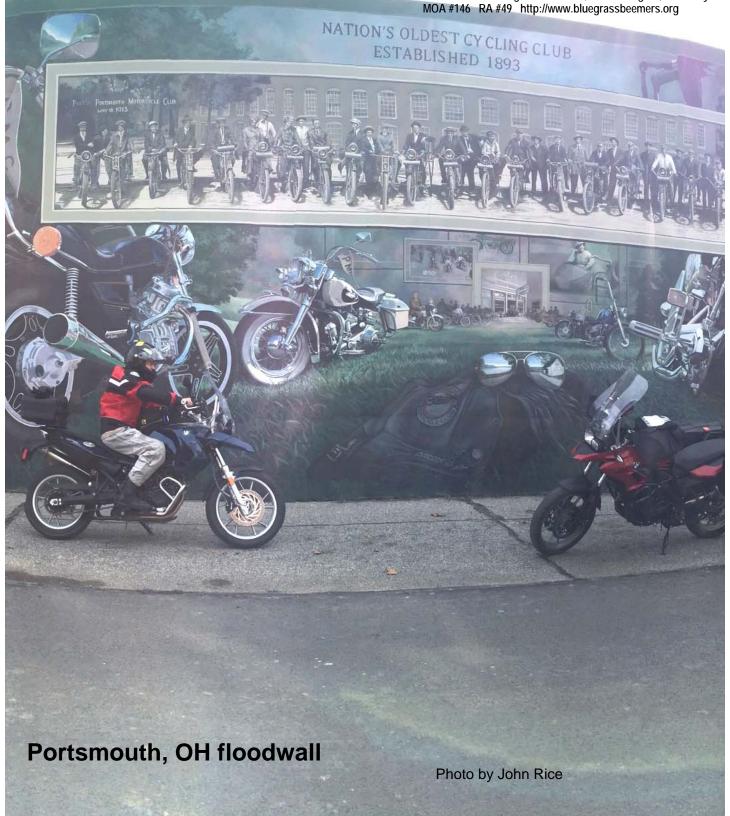


Official newsletter of Bluegrass Beemers, Inc. Lexington, Kentucky MOA #146 RA #49 http://www.bluegrassbeemers.org



### What have I done?

never thought I'd be doing this. Editor for the *Apex* is outside of my comfort zone. I've brought about by John contributed pictures, but never articles. I've enjoyed the club's newsletter from the early days. It's had different names and editors, but the essence has stayed the same.

Fellow riders sharing their stories of adventures and helpful hints to make our adventures even more enjoyable. make it every breakfast or event, this newsletter serves as a catch-up.

I wandered into Frisch's over 25 years ago. Back then, I had been working with John Rice for around 3 years. I had always had an interest in motorcycles, but never owned a "true" motorcycle. Thru college, I com- were available.) muted most days from Versailles on a Honda scooter learning the back to the bike. We met up

roads and avoiding the highways.

My first breakfast was telling me about a BMW motorcycle for sale somewhere outside of Danville and that I should come to breakfast and talk to Paul Elwyn about this bike.

Of all the days that I chose to make my first attendance, it was one of the few days that Paul didn't come into breakfast that morning. After For those of us who can't talking with the others at breakfast that morning and getting even more enticed to own a motorcycle, someone produced Paul's phone number and I headed back home to make that long distance phone call to someone I hadn't met. (This was before cell phones and cheap long distance calls

> Paul agreed to meet me in Danville and take me

and Paul drove us to a remote location where someone was holding a older BMW for a widow wishing to sell it. Long story short, I wasn't able to obtain that particular bike, but the adventure is

something I shall always

remember.

To say the least, that first breakfast left a lasting impression on me. One that keeps bringing me back when able. I don't always have something to say, but I can always listen. Whether

new or waiting for the punch line, breakfast is always entertaining. When Paul made the

I'm learning something

surprise announcement that he'd be stepping down, I waited for someone to offer to step up. I believe we all feel the same about this newsletter and no one would want to see it come to an end after all of these

years.

By Jeff Crabb

Paul has left some pretty big shoes to fill. I can only hope that I can carry the torch, for a little while. All of this will be easier with members continuing to provide content. So keep your adventures coming and I'll try my best to present them.

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



Apex is the official newsletter of Bluegrass Beemers, Inc. Lexington, Kentucky MOA #146 RA #49 Jeff Crabb, Editor jdcrabb@hotmail.com

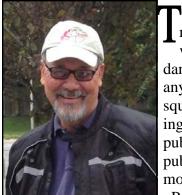
Deadline for submissions is the last day of the month. Back issues of Apex can be accessed at http://www.bluegrassbeemers.org Join us at Frisch's on Harrodsburg Rd. in Lexington, Kentucky on any Saturday, 7-9:00 a.m.





### The Apex-master Retires

#### By John Rice



he Bluegrass Beemers have long been noted for several things... we are the "no rules" club, without much if any formality, we have one of the best "natural" rallies, we are a BMW club that has nearly every other kind of motorcycle also in attendance. But mostly we are known for having the best, bar none, monthly newsletter of any motorcycle club. The lion's share of the credit for that newsletter, the Apex, lands squarely on the shoulders of our Editor Emeritus, Paul Elwyn. Paul has been the driving force (or should that be "riding force" for a motorcycle group?) for most of the publication's history, putting in countless hours in collection, arranging, layout and publishing of the Apex which then magically appears in our inboxes on the first of the month, looking as good as, if not better, than most national magazines.

Paul has, after this last 6+ year stint, decided to hand over the reins to new blood and take a well-deserved rest. We who scribble our stuff will continue to do so and will try to honor the standard set by Mr. Elwyn. It won't be easy, but we'll do our best! Thanks Paul!

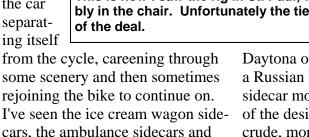
### I'LL HAVE ONE ON THE SIDE, PLEASE

As I type this, I'm 66 1/2 years old where the and have been riding motorcycles since I was 14. It is 38 days until I leave on what may be the silliest thing I've done in those 52 years of motorcycling.

I have bought a sidecar rig that I have never driven, that I've seen in person only once six months ago and it's located in Enumclaw, Washington, nearly 2,500 miles away from my home if one could take a direct route across the northwest, which I can't because of the weather. I will fly out there on March 26th and I'm going to drive it home in March through what almost certainly will be numbing cold the car and snow, with the Rockies to cross. I probably should be committed to institutional care first.

Sidecar-equipped motorcycles have always interested me, possibly because I'm old enough to recall when seeing such things was a not common, but not unexpected event. In my youth I watched the old movie comedies, silent and "talkie"

hapless hero would find him or herself in a sidecar hurtling through a series of misadventures which nearly always included separat-



once or twice, I've seen a motorcy-

cle sidecar with another motorcycle

on it. In the early 90's, I rode to

This is how I saw the rig in St. Paul, with Jay resting comfortably in the chair. Unfortunately the tie-dye T-shirt was not part

Daytona one March and there I saw a Russian Ural motorcycle with sidecar mounted as an integral part of the design. The machine was crude, more like a 1930's agricultural implement than a modern transportation device. But it had an attraction, sort of like the puppy

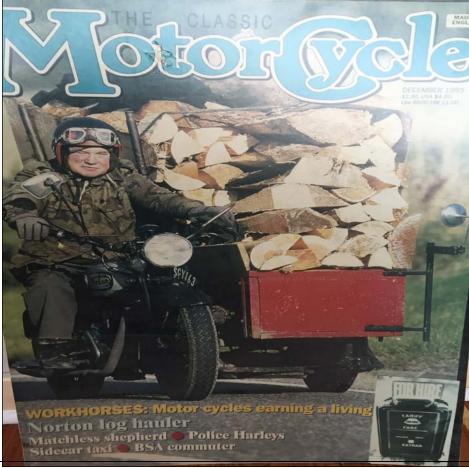
### I'LL HAVE ONE ON THE SIDE, PLEASE

By John Rice

that is so ugly it's cute. Over the next several years, I kept following the Urals and they improved dramatically, but still remained decades behind the more up-to-date machinery.

Then about 3 years ago, I started having trouble with my right leg. With increasing difficulty walking that I tried to ignore. A knee injury and surgery and its subsequent rehab focused my attention elsewhere other than the weakness in my right leg, which up until then I had treated as a minor nuisance. Finally it became bad enough that I couldn't walk more than a few blocks without the leg just giving out with fatigue and pain. I recently underwent a variety of nerve and muscle tests (many of which involved needles and electric currents and could have been used as enhanced interrogation techniques), the upshot of which is that I have an S-1 nerve mononeuropathy which has effectively deadened the muscle power in a portion of my right lower leg and foot. It apparently is an autoimmune problem, much like the cause of my inflammatory arthritis, and it shows no signs of improving. There is no treatment and no known cure. I don't know if other nerves will become involved, but if they do, I may lose effective use of the right leg which is a real inconvenience when coming to a stop on a two-wheeled motorcycle. I'm not there yet, and I hope I never will be, but it's a possibility I wanted to prepare for.

At 66 with ever-decreasing attention span and short term memory, I didn't want to wait another few years to start learning how to drive a sidecar. I have driven one, a Ural,



Perhaps I can turn the sidecar into an income-generating proposition, following this example

for about 25 minutes once at Vintage Days last year with my brave nephew Paul in the sidecar, watching to make sure I didn't, as the Ural representative told us was common, "take out a mailbox".

On that short run I could see that what I had read was correct...this is a different vehicle, not a motorcycle and not a car. The driving techniques are very little like either one. They do require some learning and practice. Though I've been riding on two wheels for a very long time, this will be a challenge. When I returned home, I bought a book on sidecar driving and found that most of the instruction was focused on how not to turn the thing over and

kill oneself. Apparently, though they look more "stable" than a single track vehicle, appearances can be deceiving. Sidecar rigs have three "tip over " lines forming a triangle connecting the three wheels and there are a variety of different ways, simple maneuvers, that can cause the whole rig to stop performing as a transportation device and begin service as a large unwieldy hat. The techniques for handling right turns and left turns are different and if either of those changes in direction are uphill or downhill, the appropriate moves are different yet again. I have a new respect for those who drive these things.

## I'LL HAVE ONE ON THE SIDE, PLEASE

By John Rice

When I first laid eyes on it at the BMW rally in St. Paul, this rig "spoke to me" in the sense that it just seemed right and it has been on my mind ever since. It's a 2006 BMW F650 with a salvage title (new front end) and a lightweight sidecar. It's about half the price of a new Ural and I figure if I don't like the rig and can't sell it, at least I can remove the sidecar and use the bike. I've always been a fan of big singles, having grown up in the era of Ariels, BSA's, Matchless and Norton motorcycles, the legendary "thumpers" ridden by my heroes of the 60's in every kind of competition around the world. The other side of the thumper coin was represented by the sidecar rigs of that age, the big honking singles harnessed to every kind of carrier, from the plebeian family chair, suitable for weekends in the hills with Mom, Dad and the little ones, to commercial boxes hauling freight and even funeral sidecars, with a

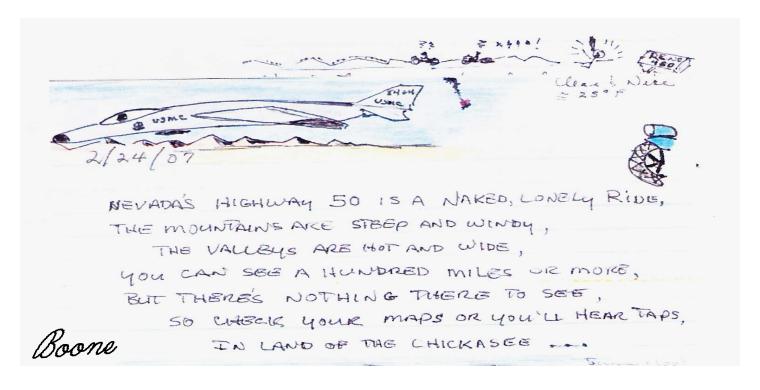
space for the casket. I have on my wall a poster of a Norton single rig, piloted by weather-beaten York-shireman, hauling nearly a ton of firewood, piled higher than the driver's head. It has been his business vehicle for over 50 years.

I've always had the romantic notion that someday I would find a bike that I just couldn't resist, located somewhere far away and that I would fly in, pick it up and ride it home. The reality that dampened the romance (doesn't it always!) was that the bikes I found really interesting for most of my motorcycling career were too old and decrepit to ever make such a journey. But now that I'm old and decrepit, I have changed the paradigm and shifted my focus to this rig.

I don't usually over-plan trips, leaving a lot to where I end up at the close of the day and how I feel when I get up in the morning. But this one I can't really plan, since everything depends on the weather across the west at the time I arrive in Washington. If it's nice, I could make a diagonal across Oregon, down to Idaho and beeline back to Kentucky. If it's snowing everywhere in the Rockies, I might, as one friend suggested, be at San Diego before putting on the left turn signal.

I'm figuring that by the end of March, most of the snow should be gone and less of a problem the farther south I go, I'll cross the mountains when I can and then I should be clear, though perhaps cold, back into Ky. The predicted temperatures for the northwest and down into Nevada and New Mexico for that period are in the high 50's, but the lows down into freezing territory. I could be wrong and end up as a sidecar-hat-wearing permanent resident of some northwestern state.

TO BE CONTINUED (I hope!)



### Another beard attempt pales next to growth in ears and nose

By Paul Elwyn

Bikers have beards, so once again I have freed my facial hair from threat of blade in the hope that I can manage enough growth to acquire a new look that enhances my manly demeanor but not to the extent of unsettling the little old ladies in church.

Yes, I am trying again to grow a full beard.

I do this every once in a while, hoping somehow I have acquired more beard than in the last attempt. This time, after fighting for several years the new hair growth in my ears and nose, I thought, finally, now well into Medicare age, I will be able to grow a full beard that doesn't draw disapproving looks from men with thick beards.

I sported a beard in my third year of undergraduate study, marrying Maureen with the scraggly mess between my ears and chin. Luckily, Maureen seems to like me regardless.

In my 20's I kept a beard long enough that the updraft created by the police windshield on my '66 FL would send the beard up into my nose, tickling me mile after mile. When riding an old police Harley in the late 70's, any source of entertainment while riding was worth pursuing to distract from the horrific mechanical storm taking place between the legs. I'm referring to the engine, here.

So now that I am into the neglect, I see that what has happened on my face is not too far removed from what happened back in the 70's. Life's not fair, again. More hair in the ears and nose, but no more hair on my face or on top of my head.

I'm determined, however, thinking maybe beard growth in my case is sort of like weight loss. I always lose pounds up to a point where my body

says, "Whoa, dude!" and I lose no more for a few days before the weight stand, is share our deepest stuff with loss continues, on the rare occasion that I continue to eat responsibly.

So the beard growth may belong to the same school of change to a point, then taking a break, then resuming growth. We'll see.

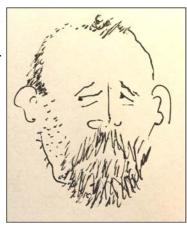
This drivel possibly reveals more than I intend about myself, but I am that focused on the beard thing. I know you guys with thick beards may be amazed that any grown man past high school can find reason to devote brain cells to this topic, since you're thick beard happens with no drama, and your battle is keeping the thing from completely taking over your face.

I knew a guy in college whose thick, black beard grew everywhere but on his eye lids and on a narrow strip above his eyebrow, which was one continuous bush above his eyes so that he had simply *one* eyebrow. He was as much a werewolf in appearance as anyone I had ever seen. He also was from New Jersey and spoke in a regional dialect I had trouble understanding. "Youses are stupid!" He once told my roommate and me. "Youses." What is that, a northern "Y'all," I suppose. We were stupid, so I did not feel the need to challenge the assertion.

Anyway, I would appreciate you guys with thick beards not saying anything out of charity; that would make me feel even more insecure. Any young lady who wants to tell me my beard looks cool, that's okay, although I'm not really into scoring compliments from young ladies...or not-so-young ladies....or anyone, for that matter. This is a personal thing that I'm sharing here for the world to consume on the Internet.

That's what we do, now, I underthe world. Most people choose a so-

working platform for that, but I don't want to get into having to read the personal stuff from



other people, especially people born much after 1950.

As we go forward in this thing called "life," we choose our battles more carefully as we age. A younger me would willingly battle just about everything that came along, which usually did not end well, so I choose more carefully these days. If the beard doesn't get with it, soon, I guess I'll not continue to let what's there hang around as a show of my inability to grow a thick beard.

I know I cannot shave altogether, because I did that a few years ago, and I still sometimes awake at 3a.m. in a sweat with that bare-skinned image in my mind.

Anyone out there feeling compelled to share his own beard experience please restrain yourself. I don't want to hear about your beard. I can only deal with mine at this time.

—Paul



"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!!

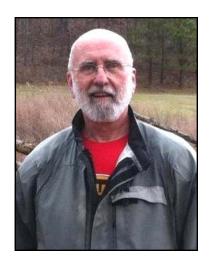
\$3,400

# 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 Riceky@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 Motorcyling By David Hough

**Tales of Triumph Motorcycles & the Meriden Factory:**By Hancox

**Sport Riding Techniques** By Nick lenatasch **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 2003 R1100S Boxer Cup Replica



#### 22,356 miles

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

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

# 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 roundles/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 Metzelers

1999 R1100 S

65,452 miles

\$4,650 obo

Paul Elwyn 859-583-0205





# **9<sup>th</sup> Annual Polar Bear Run**

\*\*\* RESCHEDULED FOR \*\*\*
Saturday, March 7, 2015

(If snow or ice on that date, ride will be rescheduled for Saturday, March 14, 2015.)

#### REGISTRATION 10:30 – 11:45 RIDE LEAVES AT NOON

The group ride will leave from the store, located at 500 East Main Street, in Burgin, KY – at the intersection of highways 33 & 152.

#### **\$10 per person** (covers cost of food, drink & tip)

The route/distance will be dependent upon the group size and weather conditions. We'll end the ride with warm chili and drinks for everyone.

For more information or to confirm the ride is on, phone 859.748.KICK or e-mail SeeYou@TheKickstandLLC.com.