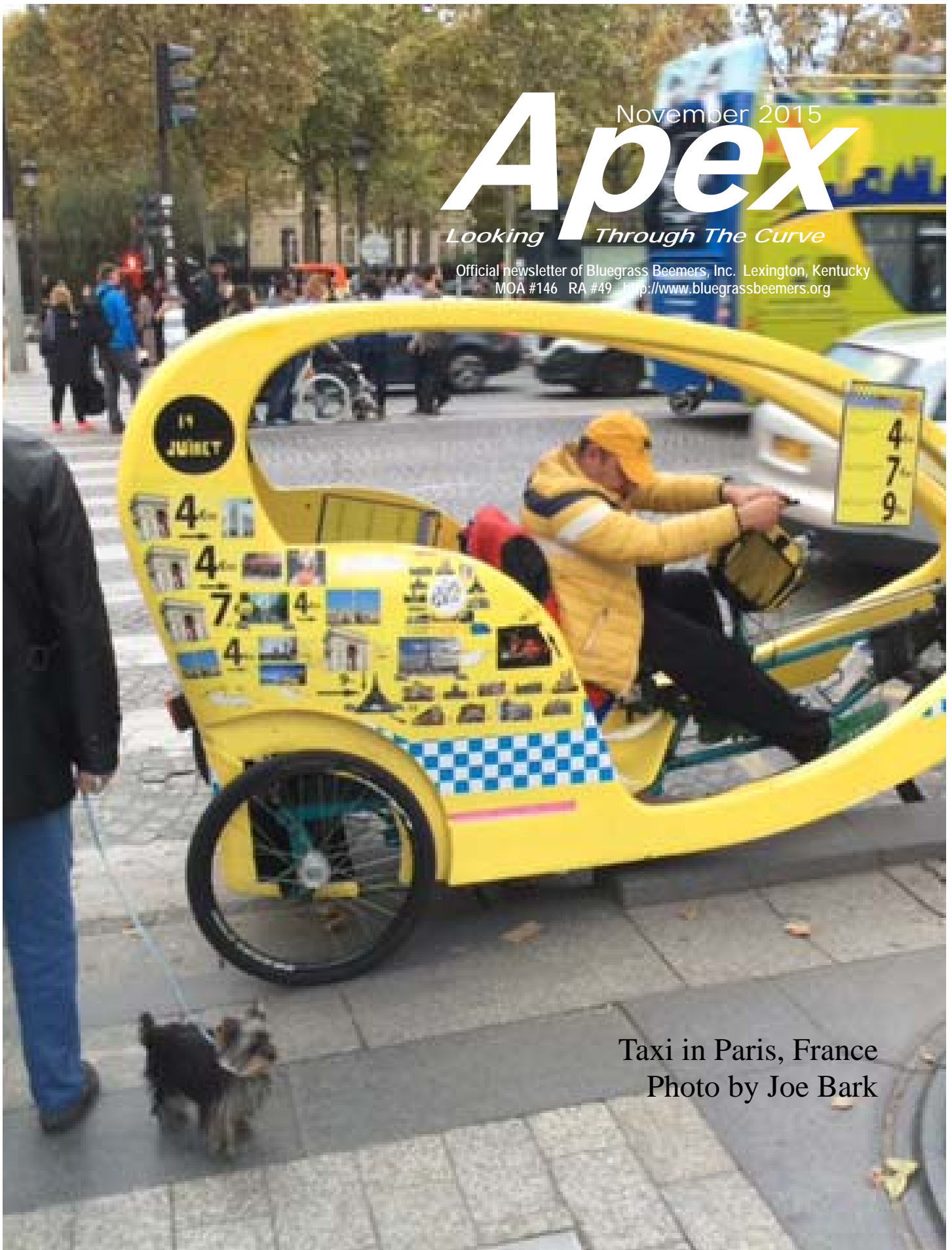


Apex

November 2015

Looking Through The Curve

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



Taxi in Paris, France
Photo by Joe Bark

We all have stories to share....

By Jeff Crabb

I penned my first "official" article for the Apex last month. It was a little easier than I had thought it would be. I had procrastinated telling the story because I didn't think I would be able to do it justice.

Bill Bledsoe, of Baghdad, KY, sent me a note saying that the article had brought back memories of his training road when he was preparing for his Alaska adventure. He used Flat Creek Road and the gravel hill to ready himself for the Dalton Highway.

Bill purchased his 2008 R1200GSA in March 2015. In July, he set out on his adventure. He believes that his success of

not putting the GS down and never feeling out of control is due to his training on Flat Creek Road.

Joe Bark sent me the photo on the cover from Paris, France. He claims he is going to ride the bike back home, but it will take three to four months. Should be a heck of a trip and I look forward to the pictures.

Joe also sent me a movie from the top of the observation deck of the Arc de Triomphe looking at the traffic pattern around the Arc. I've not been to Paris, but I don't think I'll be willing to drive once I make it there. I'm more of the bike taxi type than the cra-

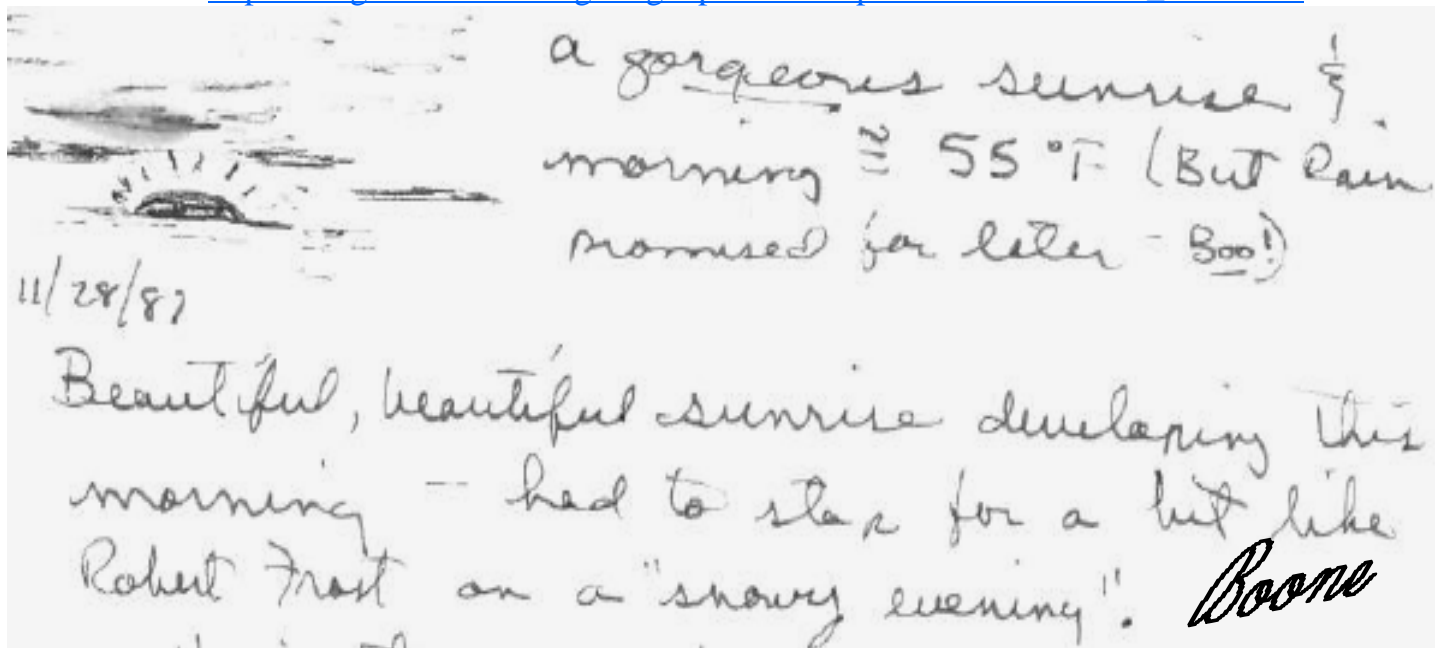
ziness that is shown in the movie.

Do you have somewhere that you've been this summer that you'd like everyone to read about? Write it up, include a few pictures. We all love pictures and I think they will substitute 1000 words per picture, so your article can be shorter based on the number of pictures. Heck, if you want, skip the article and just share the pictures.

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

Thanks

Joe's movie: http://bluegrassbeemers.org/blog/wp-content/uploads/2015/11/IMG_3210.mov



Apex is the official newsletter of Bluegrass Beemers, Inc.

Lexington, Kentucky MOA #146 RA #49

Jeff Crabb, Editor jdcraab@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



Arkansas Odyssey

By John Rice

The BMWRA rally for 2015 at Harrison, Arkansas fell in the proper time slot for a circle trip that would encompass the Barber Vintage Days, a huge loop taking in the Ozarks and the Alabama motorcycle mecca that is Barber. Such an opportunity is not to be missed, so two old men set forth to take advantage of our retirement.

True to form, Jay and I were in rain for most of the first day, compliments of Hurricane Joaquin, so we skipped most of the curvy bits of Kentucky in the interest of getting to Missouri in one piece. We always look for ferry crossings on these journeys and found one in Western Kentucky at Cave-In-Rock that would take us across the Ohio River.

On our way to the ferry, we were passed (rather dramatically) by a young man on a Harley who then laid the unwieldy beast into the next set of curves like a road racer, footboards dragging and lifesaving pipes still at full blast as he disappeared in the distance. We backed off a bit, figuring this fellow was either 1) a local who knew the roads and how to ride them far better than we did, or 2) drunk and therefore we didn't want to be in the debris zone when he crashed. We caught up with him after he'd stopped at the ferry dock and learned that #1 was in fact the true story. He asked us if we were "going to the rally" and when we replied that we were, he said it was just up the road on the other side of the



river. We were talking about two very different rallies. His was a local HD owners rally and when we asked what they did there, he replied, "The usual....boobs and beer". Jay and I began to wonder about our choices. Nonetheless, we continued on past his turnoff on the Illinois side of the river, leaving those particular amusements to the crowd for which they were intended and found our way to the Mississippi River crossing into Cape Girardeau, Missouri where we found lodging for the night.

Back in March, Jay rode out from Kentucky to Texas to meet up with me on my way back from Out West with the sidecar rig. On his route he discovered Missouri 160, a curvy back road that needed another visit, so our ride had to go that way. He was right. Jay led the charge and, as

usual when I'm behind him, it was difficult to keep him in sight as he effortlessly arced his way through the curves. So much fun was this road that neither of us noticed that there hadn't been any signs of civilization...specifically, gas stations...for quite a while and my fuel light was accusing me of dereliction of duty. I had wondered how far the F700GS could go after the light came on, but out here in the Ozark hills was not really where I wanted to find out. Finally the little burg of Alton came into view and a Shell station provided 4.1 gallons for my tank...which the manual says can contain only 4.2. The number of miles before sucking wind, should one need to know, apparently is just a tiny bit more than 36.

We left 160 and headed south into Arkansas to catch the Peel



The Peel Ferry, across Bull Shoals Lake

Ferry across Bull Shoals Lake and then only a few short miles of curves brought us to Harrison, where we found the motel Jay had reserved nearly a year ago. It bordered the fairgrounds, giving us the option for the first time ever, to walk to a rally.

First on our agenda, of course, was to find food so we rode down into the town of Harrison at the bottom of the hill. It is a pretty downtown area, with the creek that runs through the middle dammed to present a silvery water feature bordered by parkland and picnic areas. Across the creek is the downtown proper with a park across from the courthouse. This day the park was jammed with a local festival, unrelated to the BMW rally, which had local folks bouncing on inflatables, perusing booths filled with crafts and of

course, filling the local restaurants and parking spots. We found sustenance at a restored hotel, a few blocks north. The ambiance was 1940's but the food was modern pub fare and the service, incredibly slow.

The next morning we strolled over to the fairgrounds. The rally

was smaller than we had expected for a national, perhaps about a thousand people all together, but the crowd included a lot of characters that make these things worth going to. There was the guy with the oilhead GS that looked like it had been dragged through a swamp to get here, the lady who proclaimed that she had the "dirtiest GS" prize locked up until he appeared, the guy with the F650 single festooned with various sizes of PVC pipe. Lee Thompson's immaculate airhead drew a number of admirers who wondered, as did we, how he had managed to get here from Kentucky and keep the machine so clean. Over the hill from the beer garden, the Airheads club had set up their rally headquarters next to the manure pile for the stockyard, taking their contrarian principles to the max.



The Hometown Cafe in Alton, where thankfully, there is also a gas station.

Not many vendors at this rally, as seems to be more typical these days. Very few actual products for sale, mostly apparel and t-shirts. Most booths had just some demonstration items and links to their websites. We are getting closer and closer to the virtual rally scene.

Lunch was at the local diner in Harrison, across from the park, where the fair was still in full swing. The "dirty GS" lady joined us for the meal and we learned that she was 64 years young, a retired schoolteacher, and with her husband owned an Airhead beemer parts business.

We had parked in the "motorcycle parking only" area by the street fair, a nice touch I thought, and there with us was a lady roughly in our age group who was riding a bike almost identical to Jay's F650 twin...but clearly with a lot more hard miles on it. She turned out to be Diana Mayer, a Canadian motorcycle adventuress who had covered a fair amount of the known world on motorcycles. The F650GS has become her mount of choice, having worn out two before this example. She had returned recently from a 6 week multi-country African, tour on this one, with the legendary Helge Petersen (whom she didn't like much, apparently.) She was leaving in a month for South America (riding down from Canada, boating around the Darien Gap, then proceeding on until she runs out of land, then wandering around the various countries in that hemisphere) on what she estimated would be a 26,000 mile trip. Ms. Mayer is, as I

noted above, not an ingénue and is "vertically challenged" compared to the media image of adventure riders and should be an example to us all. Just because you don't look like the young, square-jawed, tall and muscular guy in the ads, you can still do it...if you want to.

Back at the rally we met a number of the attendees, each with their own story. One guy nearly our age was there with his daughter, who appeared to be in her 20's. He was on a well-used Oilhead GS and was wearing a

black Aerostitch suit that had seen some miles. He told us of his month long "retirement trip", road by road, town by town, in what seemed to be a real time narration while his daughter, ready to get on and go, stood by with that "heard this one before" expression that the young do so well.

There was the lady on the older K bike with a very well trained Poodle, riding behind her on the seat in his own luxury accommodations she had made from a cooler and some plastic pipe.



The dog seemed accustomed to being stared at and fawned over. The rider left her companion there on the bike while she went in to register. While she was gone, the dog jumped off the bike, marked a spot to show his ownership of the rally site and then calmly leaped back up on the seat and crawled into his traveling home.

The closing ceremonies were held in the stock ring of the fair-

ground, with several of the "dirtiest bike" contenders riding around raising dust to finish off their patina before the audience judging was to occur. One of the riders, rather than resort to anything so conventional as a side-stand, simply locked his front brake and spun the rear tire down into the dirt until the frame grounded out, then walked away from the bike sitting there in its hole. I think he won. Jay and I

again failed to score any new bikes, fabulous trips or expensive riding gear being given away, so we filed out with the crowd and returned empty handed to our motel, ready to leave for the rest of the trip in the morning.

(to be continued)

Beemer Rides to Alaska

You can read about Bill Bledsoe's 2015 trip to Alaska on the Adventure Rider's website. Pictures included.

<http://advrider.com/index.php?threads/beemer-rides-to-alaska.1086992/>



For Sale



1986 BMW K75

41,929 Miles, Garage Kept

Tires are good, All Functions Work

Aux Flashers on Rear Brake

Touring Bags, Rear Top Box

\$2,800

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

Club E-mail Group

Have you joined?

To subscribe send an e-mail to

Bgbeemers-subscribe@yahoogroups.com

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
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101 Road Tales By Clement Salvadori
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Legendary Motorcycles By Luigi Corbetta
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 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

2004 BMW R1150RT

- Piedmont Red
- Original Owner
- 25,000 miles
- BMW hard side bags with liner bags
- BMW Top Case
- Metzeler Z6 tires with low miles
- Marsee fuel fill mount tank bag
- Stock Windshield and Aeroflow windshield
- Battery Tender
- Ram GPS Mount
- Never dropped, no scratches, garage kept
- Excellent condition
- Maintained by BMW of Louisville

Price: \$6,900

Contact Mike @ (859) 319-6215

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