

# MONTANA BMW RIDERS NEWSLETTER

## PRESIDENT'S CORNER

"Electrics" would be the topical word to describe riding this weekend, (thanks to those Canadians sending us some colder temps, eh!) But for September's ride, the word would have been "smoky". That was the theme for all of September and the ride to Missouri River Inn was no different. At least till us Missoula riders hit Lincoln and the Canadians helped again with some incoming winds from the North East. Hey Marq, tell everyone up there thanks!

Even Great Falls had been smoky that week. So we were all glad for the clean air left behind, especially from Lincoln going east.



The club ride to Hardy Creek, which is just off I-15 between Helena and Great Falls, invoked one of the top ten musts/must-nots for all motorcyclists... spend as little time on 'the slab' as possible. The road over to Hardy Cr. thru Lincoln and Wolf Creek are gorgeous and spectacular, if for no other reason than from the standpoint of contrasts. Mountains & Plains. Forests & Big Sky Country. Straight roads vs

the luscious curves.

Additionally, I'd forgotten the great scenery the frontage-road along the Missouri River affords. The 16 miles from Wolf Cr to the Missouri River Inn were scenic, timeless, and relaxed vs 'the slab' which would have made the ending of what was a stellar ride seem hectic. If you haven't ridden that Missouri River frontage road in a while I'd highly recommend it. This time of year the only competition along this Byway is the fishermen; the tourist are gone and I can only imagine how beautiful it would be when fall colors turn.

The 'Magnificent Ten' making it to the meeting were... from Missoula; John Torma K1200LT, Jim Krausch K1600GT, Dave Keltz Ducati 1200 Multi-Strata, Chuck Reaves F650GS, from Helena; John Beyrau (winner of the Bungee Net) R80GS, Dick Field K1200LT, Mike Meredith (winner of the Aerostitch mug) Suzuki V-strom, from Bozeman; Guy Bonnard

MOA # 155  
RA # 072  
AMA #6930

Harley Davidson Road King, and from Victor; Dave McCormack XT1200 Yamaha Super Tenere.

Hey I'm asking you....tell me what all you experienced mileage-eating Beemer riders consider musts/must-nots for motorcycling pleasure. Let me know (ridiculous or not) what are your musts and must-nots for riding. We'll print them in a future newsletter. i.e.) A riding partner w/ a diverse palate or better yet, as Helen Two Wheels

### **NEXT MEETING**

**WEST**

**Sunday**

**1:00 p.m.**

**OCTOBER 21ST**

**OVANDO TRIXIE'S**

said at one of the BMW rallies...."Finding a compatible riding partner is harder than finding a compatible spouse". How about never leaving the garage when it's raining, or gas up at the first available place as soon as the gas gauge gets to half and etc.

Hey, to make the Christmas Party more fun....I am looking for people who have money...Specifically if they want to donate something in their business name to the Christmas Party giveaways. For example Reaves Realty a \$20.00 gas card. (The recession is over right?) OR if your business has any items they produce or sell related to motorcycles. Toilet seats probably won't work, but if you put on your thinking caps I bet we could come up w/ a few items to add to the fun and frivolity @ the Christmas Party.

On a more somber note, our friend and riding compatriot, John Page, passed away just 3 days after our September meeting. Thanks to all who came to the meeting and signed our card. John had suffered w/ cancer. I appreciated John for his always positive outlook and willingness to help at any functions where we needed coffee and to offer the blessing at any of our motorcycle get-togethers. See Larry Banister's note about John in later pages. God's speed John.

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Well I guess we'll have to see how the weather turns out for the ride to Trixie's Sunday October 21st. October is almost always beautiful but is definitely in the shoulder season and on any given day that snow can start up in Big Sky Country. When I called for the reservation the lady at Trixie's remembered us saying "oh yeah you're the guys wearing all the electrics."

Well, heck yes, I don't like eating my lunch with blue lips. So fire up those electrics and we'll see you at Trixie's Antler Saloon in Ovando.

Happy Trails!!

Chuck Reaves



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**Montana BMW Riders Newsletter  
Published Monthly**

**Club Dues: \$15 (includes newsletter)**

**Monthly meeting, third Sunday of each  
month, 1 p.m., unless specified otherwise.**

**East and West locations announced in  
newsletter.**

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**Editor:** Items for newsletter are welcome and may be sent to: Ken Taylor, 1721 Euclid #203, Helena, MT 59601 ([bbrosa21@msn.com](mailto:bbrosa21@msn.com)) emailed text copy is preferred, Photos as attachments.

*Signed articles do not necessarily reflect the consensus opinion of the Montana BMW Riders.*

### **Update Your Address -- Phone -- Email**

To assure the accuracy of our records and that you are receiving your newsletter, please report any recent changes in your club info, address, phone, email etc to [mtnarider@hotmail.com](mailto:mtnarider@hotmail.com).

Thanks

Mike

### **BUY**

### **SELL**

### **TRADE**

Two seat sets for R1100RT and similar: Corbin, very nice leather - \$250; Rich's, \$200. Both are almost unused and are built for a smaller rider. Dick Walton, Missoula, 241-6385.

Looking for hard or soft bags (saddle bags and/or tank bag) in good condition for KLR 650 E model. Call Chuck 406-240-1771 or [reavesrealtymt@gmail.com](mailto:reavesrealtymt@gmail.com) Thanks.

*Note: Unless the editor is notified the items are still available, ads will be removed at the end of a 4 month listing. Ads will be dated to reflect the end date.*



# MONTANA BMW RIDERS NEWSLETTER

## NEVER REALLY ALONE

*Ave Forseth*

I took a bit of a fall trip, planning to visit friends in Scottsbluff, and then in Dolores, CO (near Cortez). As I rolled into Torrington, WY, my ABS alarm lights kicked in, blinking a bad news tempo; a front caliper brake line was leaking. Checking in at shops in Scottsbluff my fears were confirmed in that the only repairs possible were replacement parts from BMW. Since I was headed into Colorado anyway, I figured to drop in at the dealership in Loveland, Northern Colorado Euro, the next day. But an experienced mechanic at the Yamaha shop in Scottsbluff advised that dealerships do not inventory such items as brake lines since they normally never fail (lucky me!). He strongly suggested that I call ahead, which I did by about 11:00 a.m. NC Euro handled this deal with such efficiency I was astounded: the parts were overnighted and in hand by 10:00 am next day and on arrival my R1150RT was rolled into the shop where work began immediately.

So:

1. A call ahead saved my trip, as the part was obtained overnight and the shop had me slotted in. MOA Anonymous was very handy for phone info.
2. Can't say enough good things about the No. Colorado Euro people, who treated me well. And here's a class act for you - after I told Wayne, service manager at NC Euro, about the Yamaha shop he called them to thank them for the initiative and referral.
3. Thanks to the motorcycle community in general and the particular players mentioned above, I made the whole ride as planned.

I'll have to say SW Colorado is absolutely stunning in the scenery department and has some of the greatest motorcycling roads I have ever seen, including the run from Ouray to Silverton that is a cross between the Beartooth Hwy and the Dragon and could claim to be the equal of each and better than both.

The tip, in case I buried it, is to assume your parts are not in inventory and plan accordingly.



## 2012 RIDES

OCTOBER 21ST  
OVANDO TRIXIE'S

NOVEMBER 18TH  
DRUMMOND WAGON WHEEL CAFÉ

DECEMBER 1ST  
MISSOULA CHRISTMAS PARTY

## 2012 MILEAGE CONTEST ENDS

*Larry Banister*

*Mileage Coordinator, Montana BMW Riders*

Ta..Da..... the "official 2012 Montana BMW Riders mileage contest" comes to an end on October 14, 2012...so you have a couple of weeks left to further reduce the tread on your tires. For those of you participating in the BMWMOA mileage contest, just send me a copy of your ending mileage form that you're sending to them. For those of you who submitted your mileage on the back of a cocktail napkin, you're free to do the same recording your bike(s) and the ending mileage on each. (If you have bikes registering in kilometers, please make that know too.) Remember, unlike the BMWMOA contest, we do not require miles to be only on a BMW nor do we require the verification of another person on



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the ending form. We do, however, require that you submit your ending bike/mileage totals!! (If we find you lied about your mileage, we'll send our enforcer out to crush your bike!)

So, since I seem to forget the critical stuff, my email address is beemermt@msn.com, my home mailing address is: 102 Ironwood Place, Missoula, MT 59803 and if you just want to talk about this thing, you can call me at 406-728-8914

Here are the folks that "officially began" this year's Montana BMW Riders Mileage contest:

Gary Armstrong, Larry Banister, Liz Banister, Chuck Bloom, Russell Dahl, Ave Forseth, Annie Huddy, Kevin Huddy, Kelly King, Marg Lang, Kim Lemke, Dave McCormack, Donna and Mike McInerney, Mike Meredith, Gordon Phillips, Michelle Powell, Chuck Reaves, Mike Reaves, Tina Schmaus, Terry Sullivan and Mike Wright.

So, in order to get the final prizes ready (you know, right sizes, colors, etc.) we need to hear from you NLT 11/14/2012. The winners will be announced at the annual Christmas Party which this year is being held on December 1, 2012 at Big Sky BMW at 5:30 ...see details forthcoming from the Prez!!

Looking forward to getting the final results from each of you.



3 FLAGS CLASSIC A SUCCESS  
THANK YOU ALL!!

*Larry Banister*

The annual 3 Flags Classic passed through Montana on their way to Canada over Labor Day weekend. A bunch of us volunteered to man checkpoint #3 at Wisdom Montana on Sunday, September 2nd and

Monday September 3rd, to provide checkpoint services, food, beverages and a generous load of biking war stories to the 220 riders coming through. From the Montana BMW riders we had Kevin and Anne Huddy, Mike McInerney, Dave McCormack and Liz and myself. We also had help from members of the HOG, CMA, and GWRRA.

Liz and I had a great time in Wisdom, thanks in large part to the faithful arrival and manning of the checkpoint by all the volunteers. Feedback that I received from a couple of friends that were riding the event were that we had the best check point. One of them mentioned that we were mentioned by name (check point #3) at the final banquet by many of the riders and acknowledged to have had the "best checkpoint" along the route.

Thanks to all of you who made this possible...The ole adage "many hands make light the work" is definitely true in this case. A special thanks to Kevin and Anne Huddy for serving as the "assistant check point captains" (which actually meant they were there from the beginning on Saturday afternoon until the last hour on Monday!!!!) Also an extra thanks to Greg Hintz (GWRRA) who graciously loaned us his 16' enclosed trailer to haul the food and supplies, Dayspring Restoration for the use of their tables, chairs and coolers and Big Sky Motorsports for the use of their easy-ups!

FYI...we had all but 6 of the scheduled riders come through on Sunday and then 3 of the remaining six came through on Monday morning before noon. We never did see the final 3???

Anyway, I believe a great time was had by all, in spite of the smoke and ash! Thanks to each of you for helping.

In talking with the 3 Flags "committee" who was on the ride, they indicate that next year's ride will be moved toward the mid-west (as far east as they've ever gone) and that the "northern check point" will probably be in North Dakota...thus we'll probably not be manning a check point next year!. So who knows when the next time will be, but thanks again, I appreciated the help that everyone provided and it was fun to get to know you all!

JOHN PAGE RIP

John Page was a founding member of the Christian Motorcyclists Association chapter in Missoula. Always the consummate motorcyclist, John had a long history of involvement in enduro events, particularly the Lumber

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Jack enduro, and he loved to ride. John's wife Phyllis, passed away a number of years ago, and since that time John became ever more active in the motorcycling community and in CMA. John was the founder of CMA's Sturgis Rest Stop ministry in Missoula. Placing a trailer with coffee, ice tea, donuts, ice water and the ever-present CMA ministry tracks, John faithfully manned the rest stop the first two weekend of August, serving refreshments and spiritual encouragement to bikers headed to and from Sturgis.

John was out there this past August, in spite of the growing pain he was experiencing. This pain, which was diagnosed as Pancreatic cancer, ultimately took John's life in September. John was the icon of a "tough guy"...always working, doing, going, even during the last couple of months of his life when cancer was taking the life out of him.

John and his wife were awarded Montana CMA's "Servants Heart Award" in recognition of "above and beyond service" to CMA and to Jesus. We'll certainly miss John, but will also remember him for his faithful and uncomplaining service to the motorcycling community. John always thanked the Lord for the mercy and grace that He showered on him, and I know that John received his reward from Jesus...."well done my good and faithful servant". To that we can only add our thanks for his memory and faithful friendship.

Larry Banister  
Christian Motorcyclists Association  
Montana State Coordinator

### WINTER READY

*Andy Main  
Big Sky BMW*

Another Montana winter is here and it is time to store the bike. The last thing you want in the spring is to have that first nice day in late March when all your friends want to ride and your bike won't start. A little fall prep work can go a long way to prevent any problems come spring. Here is a list of a few things to remember:

**Battery charger.** There are many available models to fit any budget, starting at the \$30-\$40 range for an simple plug in charger, up to the \$80-\$100 chargers that can be programmed for any battery you may have(bike/car/lawn mower/boat). The main thing is to know what battery you have and use the appropriate charger. If your bike lives in a heated garage, just plug in and you are good to go. If it stays cold in storage, you may want

to remove the battery and take it inside. In theory a charged battery shouldn't have any issues with the temps we see here in Montana, but with the prices of some of the batteries in our bikes I wouldn't risk it. Once a battery freezes it is junk. The other thing to think about is how long to charge the battery. Most of the chargers now have a storage mode that allows the battery to be connected constantly without over charging.

Some of the older chargers don't have this feature and could possibly damage the battery if connected for a long period of time. BMW recommends that if the battery is connected to the bike (i.e. still has a slight draw from the electronics) it should be fully charged once a month. If it is unhooked from the bike, you could let it go for a few more weeks.

**Fuel stabilizer.** The best way to store a bike is with a full tank of fuel. More fuel means less room for condensation and less chance of water building up in your tank. Next is Ethanol. How do we deal with the fuel in the tank? There are many options out there for fuel stabilizers. I've heard of people having good results with Stabil. Personally I've had good results with Star Tron fuel treatment. My wife's dirt bike may get ridden once or twice a year and usually the worst I have to deal with is draining the carb before the next ride. Ok now the tank is full of treated fuel, start the bike and run it for a while to get that fuel circulated through the entire fuel system. It doesn't do any good to have a full tank of good gas in the spring if the carbs are full of untreated fuel that has plugged all the jets. On that note, I have yet to see anything that can be added to the fuel tank after the fact that will clean carb jets properly. They will need to come off the bike and be taken apart.

**Tires.** This note is more for spring riding than fall storage. Tires lose pressure. It isn't as noticeable in the summer when we are riding regularly and checking pressure frequently. But after 4-5 months storage a tire that had 36 psi when parked could drop as much as 50-60% or more. So that first ride in the spring your front tire could be as low as 18-20 psi. A tire that is run with low pressure could be damaged and have a shortened life span. Personally I like to get as much life out of my tires as I can, considering the cost of new ones.

Just a few ideas to keep in mind before the bike gets parked and the skis hit the snow. And as always the crew here at Big Sky Motorsports is always happy to help with any motorcycle questions you may have.

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The BMW K1600GTL has been named motorcycle of the year for 2012 in both RIDER Magazine and MOTORCYCLIST magazine.

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