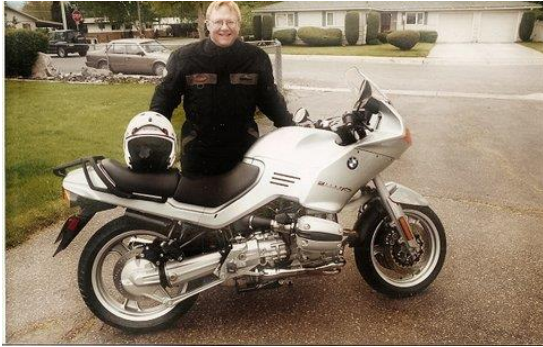


# MONTANA BMW RIDERS NEWSLETTER

## President's Corner



(Written January 26)

Yesterday I attended St. Paul Lutheran Church, originally known as the Norwegian Lutheran Church (no Ole & Lena jokes please). It was "name tag" Sunday. This is for all the faces you see on Sunday but don't know their name for whatever reason; normal human resistance to change. (meeting new people is change I guess). Shyness? Who knows? But to help with church socialization and where I'm going with this is; they also had you put on the same nametag, 'What you like best about winter'. Whoa! A few years ago that was an automatic...cross country skiing, ice fishing, downhill skiing, and snowmobiling. So many things.

But, in recent years I have to admit, I think about those things but not I'm not doing them. I am grumpy when the snow turns to ice. I don't want to go out when the days are short and dark, when I look at the dogs and realize I haven't been walking them enough (why my pants are tight). I realize I am watching too much TV and enjoying too much comfort food. What I want is winter to be over and riding season to start! And as soon as possible. I got the same feeling from those attending our club events over

### Club Affiliations

MOA # 155

RA # 072

AMA # 6830

the past two weekends, first at the tech session and then our monthly meeting. The feeling was, let's get this winter thing over with so we can start initiating those planned rides and events we've been talking about. Ok, that's off my chest...it's almost February...we're one day closer to riding. We are far enough into winter, I can put down the moto-magazine and actually go out to the garage to take stock of what needs done for next riding season. And maybe, taking off the cover and seeing the bikes will give me that uplifted, heavenly feeling. At least I'll remember their names.

I'd like to welcome Mr. David Gordon as our new Vice President. He and his wife Christy live in Missoula. He is a multitasker riding at K1200LT and a KLR650. He likes working on his own bikes and has been an enthusiastic member, making almost every meeting and event. He was the only one riding a motorcycle at the Toy Run. He has no problem qualifying as a motorcycle enthusiast. David will become the club dual sport organizer along with watching my back. David will be able to step into those big shoes of past Vice President Terry Kay. I'd like to give a BIG thank you to Terry for all his help and input over the past several years. But like so many of us job and family have kicked in in a big way. He's promised me he will still be attending as much as possible so I look forward to his future company as always.

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The exec committee met several times over the past few months. Here's what we came up with for rides and events for 2015, exclusive of the monthly meeting rides:

Organize a car pool of members to Spokane for the annual Inland NW Motorcycle Show in March. Community service events again include the Missoula YMCA Riverbank Run and the TOSRV weekend. We'll have 2 or 3 member travelogues over February and March from Jim Iverson, Jim Krausch, Gary and Carol Graham. Look forward to a little more dreaming before the season starts. There will be a tech session February 14<sup>th</sup> at John Munch's shop. Annie and Kevin Huddy will do a tech session weekend at their home in Helena again this year. That will be the same weekend in May as our ride to Philipsburg (May 16-17). June will bring a club campout the weekend of the 13<sup>th</sup> or 27<sup>th</sup>. Place to be announced. In July we'll be focused on the ride to the MOA rally in Billings. Our July monthly meeting will be a breakfast ride. We'll meet between the rally grounds in Billings and the famous Beartooth Highway. August will be the Big Hole GS ride (weekend August 7-9) that didn't happen last year and Doug Byrne has promised to find a GS route for us in Northwest Montana the same weekend as the September meeting (September 18-20) in Polson. Don't forget the boat ride on the *Shadow* after the meeting at Kwa Tak Nuk September 20th. Our family did it two years ago. What a great time! In October (that seems so far away) we'll have the annual fall colors ride along the Blackfoot and Clark Fork Rivers. Standard summer fare for Missoula-Bitterroot riders will be the always exciting Wednesday night club rides up the infamous Highway 12 to Lochsa Lodge. Ahhh, Lochsa burgers and cobbler!

A couple of club things...we've recently sent out a Survey Monkey. It's on our website... <https://mtbmwridders.org>. We are trying to find out what works for you and to see if we should consider changes to club scheduling, and what kind of riding and events most people enjoy. I hope you will take the 10 minutes to fill out the survey so club leadership can follow up with the results from that. We are trying to drive many things to the website. Web Master Mike Wright has done a great job with it and it's pretty easy to get around in. It will hopefully be a good place to forum...to have question and answers to all things motorcycle and to help you set up rides among yourselves. It's a work in progress but hopefully we'll have more and more of things you need and want on our website. Thanks to Mike for all his hard work and hours spent on that.

Also, it's the beginning of the new year, so I'd encourage you to get your dues in to Annie Huddy early to make her job easier and so she doesn't have to call her cousin Guido!



Those crumbly old winter curmudgeons making the January meeting at Double Arrow Resort in Seeley Lake were: From Helena: Secretary/Treasurer Annie Huddy.

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From Victor Newsletter editor...Dancin' Dave & Sue McCormack. From Missoula Wes Mitchell, John Webster, Kim Lemke & Chuck Reaves. Double Arrow Resort did have the Packers/Sea Hawks game tuned in, along with their great food and service.

Our February ride will be to the metropolis of Avon, specifically the Avon Café (can't miss it). Because of its small size it is best not to show up till 1:00 PM to avoid competing with all the locals. Bring a friend and look forward to seeing you there.

Happy Trails!!

Chuck Reaves

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## Annie's Corner



Being directionally challenged, and in general not paying close attention to road signs, my husband (a stickler for route numbers, road signs, and precise directions) says I travel by bakery. In my defense, I do use paper maps and a GPS. Just. Not. Well.

I tend to remember routes we travel by the bakeries I find along the way: Cinnamon rolls at Martinsdale; apple strudel in Haines Junction, AK; white chocolate scones in Harlowton;

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bread pudding in Basin, and coffee. Lots of coffee. The coffee map is permanently engraved in my brain.

And since I am the one responsible for your dues money, I do pay attention when folks hand me checks or cash at the monthly meetings. Good thing, huh? So I was perplexed when Kim Lemke handed me a dues check in January at the Double Arrow.

See, I knew he had paid his 2015 dues in Drummond, right along with the Rice Krispie treats. Thankfully I do have several witnesses to back up my story that it took several tries to convince Kim that he indeed had already paid! So he rolled it over to pay for 2016--Way to go Kim!!!

Please feel free to send in your dues for 2015 any time now. Those dues keep the website up and running, the plaques engraved, the State of Montana happy, and the raffle items coming each meeting.

Thank You to all of you who have already sent in your dues in such a timely manner!

See you in AVON, at the Avon Cafe.....they have PIE!!!

Annie

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# MONTANA BMW RIDERS NEWSLETTER

## Safety Corner

Accident avoidance stopping! Beings we've all ridden so much in the last 30 days (NOT!), why an article on accident avoidance braking in the middle of the winter? Answer: Give you something to ponder for spring practice when the roads get ride able. Fact #1: in a crises, we will default to our lowest level of training; Fact #2 Panic breaking typically induces reaction brake application...full on "grabbing" of the front break, "stomping" the rear brake; Fact #3: panic breaking typically results in loss of traction on the wheel(s) to which panic breaking is applied; Fact #4: most riders over apply the rear brake which has the least stopping power in a "full-on braking situation". **The following practice scenario is for straight-ahead, straight line "maximum stopping". The technique for maximum stopping in a curve is DIFFERENT. (Something to talk about later.)**

Solution...PRACTICE. First: Get into the habit of using BOTH brakes every time you come to a stop; Second: Get into the habit of continual application of increasing pressure to BOTH brakes every time you come to a stop. These two practices will get the right habits forming for when you need that "full-on braking situation" in a straight line. Now assuming you integrate this into your spring warm up, I want to encourage you to the next step...real time/real speed practice of "full on braking". Suggestions: First: Find a deserted parking lot (for your lower speed practice) and a stretch of straight highway w/o traffic (for your "highway speed" practice). Second: Begin the practice of full on braking at LOW speeds (15-25mph). Reach your beginning speed and then, while looking straight ahead, practice squeezing the front brake and a gradual pressure on the rear brake. As the momentum slows and weight transfers to the front tire, continue to increase front and rear brake pressure until you come to a complete stop. Put your left foot down, keeping the right on the rear brake. Continue to practice at whatever speed you have decided to begin with until your stops become shorter and shorter, eventually reaching the shortest stopping distance you can without skidding either tire. Second: Once you're comfortable with the first exercise, begin increasing the initial speed working this exercise toward beginning at your

normal highway speed and stopping as quickly as you can without skidding either tire. You'll know when you've achieved success when you're able to stop from 60-75mph in a very short distance (usually leaving black markings on the pavement!) without skidding either tire, maintaining a straight ahead stop without the rear of the bike moving laterally and stopping with your left foot down, right still on the brake. Remember it is very easy to skid the rear tire in this practice, as weight is shifting to the front of the motorcycle during rapid braking. If you skid the rear tire....look straight ahead and keep the rear brake fully applied until you come to a complete stop. If you're skidding the rear tire on a routine basis, you're applying too much rear brake too soon. Practice a more gradual application of the rear brake.

BE CAREFUL in this practice! Do not attempt increasing initial speed until you're comfortable that you've mastered safe, comfortable stops at the lower speed. Remember to keep your head and eyes up, looking well ahead and DO NOT release the brake on a skidding rear tire.

If you have ABS, you need to increase your braking application until you hear the ABS cycle. This will be the evidence that you're applying maximum braking and the good news...ABS will not allow your tires to skid! If you have ABS and you've never heard it cycle...you are short of maximum "full-on braking".

One of the best spring braking practices is to do it under the supervision of experience ridercoaches in a MSF training course. Contact the Montana Motorcycle Safety Education Program at 1-800-922-BIKE and get signed up!

Happy (and safe) Riding

Larry Banister, retired MSF instructor

\* \* \*

# MONTANA BMW RIDERS NEWSLETTER



## January Tech Session

Tech Session at Big Sky Motorsports

About 8 of us were treated to another of Andy Main's helpful tech sessions on front tire removal at Big Sky Motorsports in Missoula, MT on Saturday, January 24<sup>th</sup>. Andy, as usual, covered more than just the tire removal process. He also talked about torque wrenches, the best possible travel tools for bigger jobs than the factory tool kit can handle, managing the ABS systems, and other topics our members raised.



*Andy holding forth.*

Also of serious note was General Manager, Ken Justus' announcement that there was a new program at Big Sky, to wit:

Send you Name, phone number, e-mail address and VIN # of your BMW/Kawasaki bikes to

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him, and if there's a recall on any of them they'll come get your bike for free, fix it and return it. If you want to service your bike over the winter, call and they'll come get it (free), repair/service it, and return it to you.



*Q & A time with Andy*

Ken's contact number and e-mail are:  
Ken Justus, Chief Operating Officer  
406-240-3112  
406-728-5341  
ken@bigskymotorsports.com

~ ~ ~

***We're on the Web:***  
**[www.mtBMWriders.org](http://www.mtBMWriders.org)**

***And on Facebook:***  
**Montana BMW Riders**

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# MONTANA BMW RIDERS NEWSLETTER

## BIG SKY MOTORSPORTS

2315 SOUTH AVE WEST MISSOULA MT

406 728-5341 / 888 277-9027

Owner: Nate Bertland  
[mail@bigskybmwkawasaki.com](mailto:mail@bigskybmwkawasaki.com)  
[www.bigskybmwkawasaki.com](http://www.bigskybmwkawasaki.com)



R 1200 R

### Military Motorcycle Purchase Program

In appreciation for the commitment and sacrifice of our men and women serving in the US armed forces, BMW Motorrad USA is pleased to announce a special motorcycle purchase program for all \*active members of the US armed forces, to enable them to purchase the BMW motorcycle of their choice for personal use. Only new, unregistered BMW Motorcycles qualify.

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Check out [www.bigskymotorsports.com](http://www.bigskymotorsports.com) or [www.bmwmotorcycles.com](http://www.bmwmotorcycles.com) for the latest info.

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Montana BMW Riders Newsletter  
Published Monthly

Club Dues: \$15 per calendar year - Membership includes monthly electronic newsletter (or \$20 per year for snail mailed newsletter).

Monthly Meeting: Third Sunday of each month, 1 PM, unless specified otherwise. Location Announced in Newsletter.

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**Editor:** Dave McCormack  
Email: [dhmcc@aol.com](mailto:dhmcc@aol.com)

Items for the newsletter are welcome and may be sent to: Editor, P.O. Box 1353, Victor, MT 59575. Emailed text is preferred. Photos as attachments.

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

BMW Motorcycle Club  
Montana BMW Riders



# MONTANA BMW RIDERS NEWSLETTER

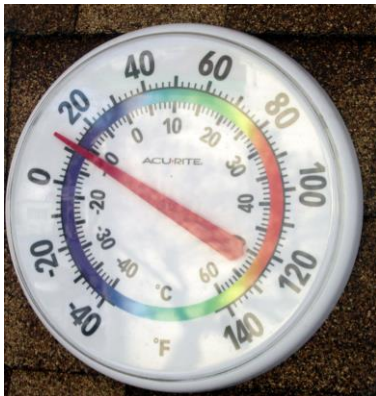
## Member's Articles

(This article was submitted by member David Annotte. The article was written by his friend, Jim Beyer.)

Editor's note: The BMW Riders club neither condones nor encourages riding and drinking...this article is simply a well written recounting of a very dangerous and interesting event. It has been heavily edited.

## New Year's Day Ride 2015

I woke up to the radio voice saying "and in Missoula, it is 8 below zero." It did not help my slight hangover caused by four Kettlehouse Coldsmoke beers and a sip of Patron on New Year's Eve. I purposefully tried to regulate my alcohol intake, but was defeated by Don and Doug Snuffer who bought me beers and the Patron. "Happy New Beers" Doug said with every round. I was stiff because I danced a bit at the Union Club to the Montana hillbilly swing music from Russ Nassett and the Revelators.



The first thing I had to do this morning was build a fire in the garage woodstove to warm the bike to a temperature somewhere above zero. It made it easier to start. I took out my trusty "Yellow Peril", a 1947 Harley 45 that I have owned since 1972. I rode that bike on the first New Year's Day ride and on most of them since then.



"Pete" Blouin, "Magoo" Retallack and I started this tradition on a warm (for January) first day of 1980 when we rode our 1940s Harleys around town for the heck of it. The next year the public was invited to a January poker run and a few dozen responded. Over the years, it has been as warm as 60, and as cold as 5 below. Sometimes the streets were dry and one year there was six inches of fresh wet snow. The attendance had fluctuated between three and 100 people, depending on weather, enthusiasm and advertising.

The Montana Legends now sponsor the ride and we give away valueless trophies to a select few riders, usually including: youngest rider (sometimes in their teens), oldest rider (sometimes in their 80s), oldest bike (a Harley JD from the 1920s), farthest distance ridden (from Mt. Shasta California), farthest distance traveled (Seattle & Miles City, MT), woman rider (still too few), and Legends' Choice (for no particular reason). We have also donated trophies to Karen at Harold's Club in Bonner and Charlie Baumgartner, owner of Charlie B's bar in Missoula. This year we made a dozen trophies at Magoo's shop in East Missoula. We gave away only two of them.

It was bright, sunny and 10 degrees when four Legends, Carl Gilbertson, Tombstone Todd, Glenn Wessell (from Coeur d'Alene, Idaho) and I rode I-90 from the center of Missoula to Bonner. The side streets were extremely slick and Carl's Triumph America fell down on the

# MONTANA BMW RIDERS NEWSLETTER

way to the on ramp. First day riders normally parade through town and take the old Highway 10 east, but the freeway was dry and the secondary roads were sheet ice. We had to ride at near freeway speeds so I set a new personal record of 50 miles per hour at 10 degrees. We successfully negotiated the sheet ice on the slight rise between the railroad tracks and the bar. Someone usually skids and falls down while trying to climb that hill.

We missed Jerry and Keren Wolhart's wedding inside the bar. They started promptly at noon, while the riders were running on biker time and got there late. Harry Ray and his wife rode two ancient gas powered three wheelers from their house in Bonner, and Lee and Dave drove their Model A Ford roadster from East Missoula. Charles and Brad borrowed a four-wheeled Yamaha off road vehicle from Maverick Motorsports for their transportation. Finally, Pete Blouin made his appearance on his Buell Firebolt. He spent all morning trying to start one of his several antique bikes. Five motorcycles seemed like a disappointment, but considering the low temperatures and the advanced average age of the riders, perhaps the ride was a success.



After kicking my Harley 45 too many times, it settled into a fast idle and warmed up. Eventually Tombstone came out of the bar with a White Russian in his hand and pushed the starter button on his 69 Shovelhead dresser. Too much choke flooded the bike and a backfire ignited the excess gas. There was a scramble as

bystanders doused the carb fire with draft beer. After a few more minutes, four bikes and the Yamaha Quad were on the road to Charlie B's bar on Missoula's north Higgins Avenue. The little three wheeled utility vehicles and the Model A left for home earlier and did not complete the ride. Pete rode ahead to warn Charlie that we were on the way.

There may have been only seven riders but Charlie B's was filled with spectators who came to share the ride in the comfort of their trucks. A quick count found 20 Legends and half again as many lady friends. Many other Missoula residents came down to celebrate the First Day, buy drinks and eat Charlie's buffet of pulled pork sandwiches, chili and coleslaw. At the trophy ceremony, Tombstone presented a large found art sculpture made from BMW engine parts to Jerry and Keren for having their '77 BMW R100 sidecar bike breakdown 20 miles from town. They tried to ride the 40 miles from their home in Alberton to their wedding in Bonner. Doug Snuffer rode his dad's pink Yamaha

It was a challenge to keep the front wheel in the narrow dry strips on the street and to keep the tires off the ice on the ride home. The sun was setting and the black top was harder and harder to distinguish from the black ice. I was exhausted from pushing the bike through crunchy snow, and wrestling it through the gate and door of my garage.

Every year, I wonder why I endure the cold, the icy streets, the sweating from kick starting a balky Harley while dressed in numerous layers of wool and leather like the Michelin man. Every year, I look back at the camaraderie of riders and friends and have to smile. I guess I will do this again next year.



# MONTANA BMW RIDERS NEWSLETTER



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## Editor's Corner

Just a few items:

The survey on the web site [www.mtbmwrider.org](http://www.mtbmwrider.org) is still up and you are encouraged to take the survey if you haven't done so. It will enable us to align your interests with the club's yearly planning. You also are encouraged to send in your annual dues (dues are based on the calendar year).

The Classified section in the newsletter has been dropped as we'd like you to use the website for all manner of things for sale, for trade or for giveaway.

We encourage businesses to advertise with us because we have upwards of 100 potential members who buy stuff and need services. Ad costs are yearly: 1 column is \$100, 1/2 column is \$60 and business card size is \$25. We are a riding club so having ads from other dealers and suppliers are welcome.

Each month we'd like to feature an article from a member or a member's friend who rides and writes well. So take pictures and make notes and send them in to me.

You'll be able to claim that you've "published". Please tell our advertisers that you saw their ad in the club newsletter.

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**EVER WONDER WHAT THE TEMPERATURE IS AT RIDING SPEEDS...**

RIDING SPEED (mph)	AIR TEMPERATURE (Degrees F)														
	30	35	40	45	50	60	55	65	70	75	80	85	90	95	100
5	27	32	37	43	48	58	53	64	69	74	79	85	90	95	100
10	16	22	28	34	40	53	47	59	65	71	77	84	90	96	102
15	9	15	22	29	36	49	42	56	63	69	76	83	90	96	103
20	4	11	18	25	32	47	39	54	61	68	75	82	89	97	104
25	0	8	15	22	30	45	37	52	60	67	74	82	89	97	104
30	-3	5	13	20	28	43	36	51	59	66	74	82	89	97	105
35	-5	3	11	19	27	42	35	50	58	66	74	81	89	97	105
40	-6	2	10	18	26	42	34	50	57	65	73	81	89	97	105
45	-7	1	9	17	25	41	33	49	57	65	73	81	89	97	105
50	-7	1	9	17	25	41	33	49	57	65	73	81	89	97	105
55	-8	0	9	17	25	41	33	49	57	65	73	81	89	97	105
60	-8	1	9	17	25	41	33	49	57	65	73	81	89	97	105
65	-9	1	9	17	25	41	33	49	57	65	73	81	89	97	105