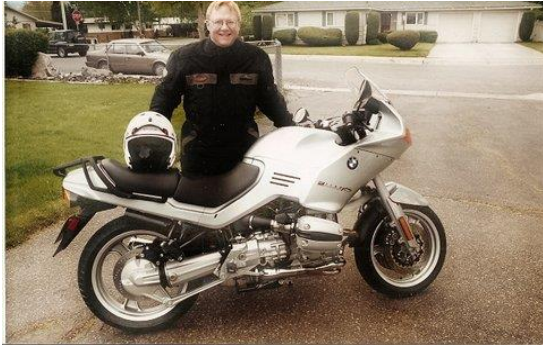


MONTANA BMW RIDERS NEWSLETTER

PRESIDENT'S CORNER



News from the President as scribed by the editor...With no internet available for 'N.C. Ridge Runners', Chuck wasn't able to get his column together by press time so this is a compilation of the news as we understand it: Upcoming club events/items:

Carpool to Spokane on March 14th to the Inland Northwest Motorcycle Show. There and back same day, or if you want to stay over, we can talk about that. Contact Chuck for details.
The second annual tech session May 15-17, hosted by the Huddy's at their home in Helena. Annie will do the cooking and there are some places to stay plus spots for pitching tents.
Club campout on June 26 & 27th at the Lake Inez Point 6 campground just north of Seeley Lake. The club is covering the fees. There are limited number of spots (15) for camping but motel rooms are available at The Tamaraks just a few miles south of the campground or in Seeley Lake for folks who don't like hard ground.

May 9th is the YMCA Riverbank Run. Call Chuck if you can help with this fun event. Only ½ day of your time. Chuck buys breakfast and it may be your only opportunity to ride across the U of M campus on your motorcycle.

Mark Cadwallader is again heading up the volunteer force to marshal the **TOSRV bicycle ride the weekend of May 30-31st.** Let Mark know if you're interested. His contact number is: 406.439.4406 or svplcmt@gmail.com

Thursday March 12th and Tuesday March 31st there will be travelogues by Jim Iverson and

Carol and Gary Graham, respectively. Both will

Club Affiliations

MOA # 155

RA # 072

AMA # 6830

be given at Big Sky Motorsports, Missoula in the upstairs room at 6:00 p.m.

The February meeting in Avon was a blast! Almost everybody rode and we filled the little café with bikers (um, excuse me, "Motorcyclists"). Twenty or so souls turned up

NEXT MEETING

MARCH 15

FAIRMONT HOT SPRINGS

TIME: 1:00 P.M.

and we were blessed with a tireless wait staff looking after our food needs. Quite unusual to have riders at the February meet...usually too much snow and in every direction. Only remember 3 times that's been done in 15 years. Lastly, the club commissioned a survey that was available on line at our website to determine if we were on track in meeting the needs and interests of our membership. This issue is devoted to the results of that survey.

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MT BMW Riders Survey Results

Recently, we posted a survey on the website inviting members to respond so that we can assess current plans. The plan was to make changes based on the results and add/subtract activities to accommodate a majority of member's interests.

There was some discussion around posting the results verbatim but sanity won out. If we want to continue to run anonymous surveys, then we need to keep the specific results under cover to protect our member's privacy.

(Not all the percentages will compute to 100% in many cases, especially questions where members could answer "any and all".)

The results are summarized below:

Question #1. Did you attend a meeting in 2014?

78% said Yes

21% said No

28 people responded...about the number who had paid their 2015 membership at the time of the survey. Our take is that roughly a quarter of our paid members continue to support the club whether they made a meeting or not.

Question #2. Would you be more likely to attend if meetings were held on Saturday?

40% said Yes

59% said No

That percentage split gets people elected but we saw this as an opportunity in next

year's planning to add a few more Saturday's into the mix, maybe even have more than one ride in a month.

Question #4. What round trip mileage is within your range for monthly meetings?

51 - 100 miles 18%

101 - 150 7%

151 - 200 40%

More than 200 33%

We were not surprised with these responses. They confirmed our feeling that given decent weather and daylight, the majority of our members prefer to ride more, not less. The 51-100 mile responses were more about difficult weather or lack of daylight, a perfect response under those conditions. Even our older riders prefer more time in the saddle if time and weather permits.

Question # 5. What is your riding preference?

(Members could mark any number of boxes, so the results will not total 100%)

Commuting 40%

Long Distance 86%

Dual Sport 40%

Camping 50%

Competitive 4%

There were a few noteworthy comments...one of which tickled us somewhat..."directionless rambling". But our assessment here is that the numbers confirm that our club is a "riding club". It doesn't matter where, just ride. And, there is some pressure to hold more dual sport rides.

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Question # 6. If we planned an overnight ride where you could camp or hotel it, what are the chances you'd go?

25% chance: 32%
50% chance: 44%
75% chance: 24%

25 people responded and it would appear that a sizable group would make time for this kind of ride. Clearly it takes planning and coordination. It may be a pilot ride next year. Of course, members are encouraged to organize rides for their own benefit regardless of whether the club does the planning. This leads to another survey question in future which will be tossed in at the conclusion of this summary.

Question #7. What expectations do you have of the club?

This was an essay question so we don't have percentages. Our take is that responses fell into two main categories..."keep doing what you're doing" and "don't complicate it any more than it is now." One comment deserves recognition..."Mitigation of Overwinter Motorcycle Anxiety". Hopefully with tech sessions, newsletters, and other things to do on the website, we will have helped with that.

Question #8. The newsletter...what added or removed?

Another essay question and another affirmation that we're on track. Some highlighted comments were..."More member travelogues"... "I like it as it is"... "Keep doing what you're doing". The newsletter has been the foundation of our club's communication process. Over

the years its importance to the membership is continually re-affirmed. The current editor is flattered by the comments and he shares the honor with Ken Taylor who for over 10 years piloted the Newsletter until handing it off last year. We're committed to keep improving it but are very aware that the website can be as or even more important to our club's growth and stability.

Question #9. How likely are you to attend the upcoming BMWMOA rally in Billings?

Yes 64%
No 12%
Maybe 24%

Of the 25 people who responded, it looks like we may have upwards of 20 people representing our club at the rally. Hopefully you have already signed up for motel or camping space or at least have volunteered to help out. More information on the rally will be forthcoming in the newsletters and on the website.

Question #10. How would you like to become more involved in the club?

This was an essay question and only 8 people responded...none with their name. So...we assume that no one right now wants to oust any of the officers or volunteers and that making a commitment to the club is a serious matter. But of the 8 responses, there is some sense that folks, given the opportunity and circumstances changing where they have more control over their time, would be willing to "give it a go". In that vein...due to issues at home, Annie Huddy is looking to hand over the Secretary/Treasurer role to anyone who

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is interested. The club's preference would be someone with PC experience and a working knowledge of Excel or PC based spreadsheet or database knowledge. Contact Chuck Reaves or Annie Huddy if you are interested. The handoff will not be "dumped" on you...there will be adequate transition time.

In summary, we were very pleased with the responses. Nothing in particular jumped out at us needing immediate remediation. We'll continue basically doing what we're doing and gradually inserting some of the ideas expressed in the survey.

There is one question we've struggled with that didn't make the survey...it has to do with your privacy. You have given us your address, phone numbers and e-mail addresses and we have guarded those as if they were our own personal data. However, there are members who would like to be able to contact folks in their riding area for impromptu rides or call them to establish a mentorship or riding relationship. Up to now that responsibility has fallen to Chuck. He has been able to call you and tell you that so and so wants to ride and needs your permission to make your phone or e-mail available to that person. That protects almost everyone but is an incredible imposition on Chuck's time. So, by any means, whether by email or phone, let him know whether you'd be willing to surrender your e-mail address or phone number to just paid members for the purpose of getting in or staying in touch. At some point, we can add that as part of updating your personal data on the website.

Safety Corner

By

Larry Banister-Retired MSF Instructor

Stopping....round 2. Last time we explored the subject of stopping, I gave you some practice suggestions on how to work on "aggressive stopping"...i.e. emulating "full-on application of both brakes to the point of impending skid stops". The idea was to get you training for that "panic situation" where for whatever the reason you have to go from the "speed you're at" to a full stop in the shortest possible distance.

This time, I want to augment that discussion with a couple of observations that you may find useful. First, the old adage "an ounce of prevention is worth a pound of cure" applies in our riding environment. If you practice active "SEE", Search, Evaluate, Execute...you'll avoid many instances where an "aggressive stop" is required. If you don't have any idea of what SEE is all about, take a basic MSF course where you'll learn this critical skill! Avoiding a situation where you have to apply your "finely tuned braking skills" is a much better option. As pointed out last time however, if you can't avoid the situation, you really need to know how to properly brake in a hurry.

Second key tip... look where you want to go, keeping your head and eyes up. This means if someone turns left in front of you, don't fixate on the left turning car (unless you want to aim directly toward them!), focus on the clear path of travel. Also, don't look down at the ground (again unless this is where you'd like to end up!), keep looking far forward into your clear path of travel.

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Finally, one of the most common problems that occurs during "panic stops" is skidding the rear tire. During an aggressive stop there is substantial and rapid transfer of the motorcycle's weight onto the front tire. During this process, the weight on the rear tire rapidly decreases which often allows the tire to begin skidding. (Noise and smoke!). Rider panics, releases the rear brake, traction hooks up, bike goes down (along with the rider). This process leads to that famous biker quote "I had to lay 'er down!" Now think about it, do you have more control over your motorcycle while it is vertical on two wheels, or horizontal with both wheels off the ground!???

If you over-brake the rear tire (remember your practice last time on aggressive stopping?) and it begins to skid...if you are on pavement...keep the rear brake locked, keep your eyes up, looking straight ahead...and stay on the bike until it comes to a full stop, putting your left foot down.

If you want to practice this rear tire skid thing (and you don't have ABS), find a deserted parking lot and or piece of straight highway and begin slowly, over-applying the rear brake, causing the rear tire to skid, then keep your head and eyes up, looking straight ahead and keep the rear brake locked up until you come to a full stop, putting your left foot down. (By the way, your local tire dealer will really appreciate this exercise!) While this is certainly not the desired braking option, getting to know the feel/sound and keeping the rear brake locked will give you much more control if in fact you find this happening because you didn't perfect last session's practice of aggressive stopping!

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BMW Motorcycle Club
Montana BMW Riders



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.

President: Chuck Reaves
241 University, Missoula, MT 59801
Email: reavesmt@msn.com

Vice President: David Gordon
Email: david_14933@msn.com

Secretary/Treasurer: Annie Huddy
Email: huddya@hotmail.com

Web Master: Mike Wright
Email: mikewinmt@gmail.com

Mileage Contest Coordinator: Larry Bannister
Email: beemermt@msn.com

Editor: Dave McCormack
Email: 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.

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2015 MT BMW Riders Calendar

January 18th	Seeley Lake - Double Arrow Lodge
February 15th	Avon – Avon Cafe
March 15 th	Fairmont - Fairmont Hot Springs
April 19 th	Lincoln – Lambkins
May 17 th	Philipsburg – Sunshine Station
June 20 th	Big Fork – Echo Lake Cafe
July 23-26	MOA Rally in Billings (Friday 14 th - Breakfast ride to Ft. Rockvale Café from the rally)
August 9 th	Wisdom – The Crossings at Fetty's
September 20 th	Polson – Kwa Tuk Nuk Lunch meeting followed by optional boat tour of Flathead Lake
October 18 th	Ovando – Trixies
November 15 th	Drummond – Wagon Wheel
December 5 th	Christmas Party at Big Sky Motorsports

All meetings Begin at 1:00 p.m. unless otherwise noted.



New Members

Bud Evans
Greg Grossi
Andy Nikolai
John Webster
Brad Wonnacott
Wes Mitchell
Joanne/Chris Casey

Big Fork
Missoula
Baker
Missoula
Missoula
Missoula
McAllister


We're on the Web:
www.mtBMWriders.org

And on Facebook:
Montana BMW Riders



At the Avon Cave: The Fields...long time, no see.

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<p>Family Dental Group Rowan P. McQuarrie, DDS, FAGD</p>	<p>4 Corners Rider Follow in the Academy of General Dentistry</p>
	
<p>MontanaSmiles.com Appointments Available Evenings & Saturdays!</p>	<p>We are here when you need us. Southgate Mall in Missoula Next to Dillard's 406-541-2886</p>

BIG SKY MOTORSPORTS

2315 SOUTH AVE WEST MISSOULA MT

406 728-5341 / 888 277-9027

Owner: Nate Bertland
mail@bigskybmwkawasaki.com
www.bigskybmwkawasaki.com

Military Motorcycle Purchase Program



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And, Nate sells KTM's, Kawasaki's and scooters besides a large selection of riding equipment, parts, and a dynamite shop with all factory trained mechanics.

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Avon Cafe: Oops. Who let that non-motorcycle in?



Avon Cafe: Any bike is a good bike.