

# MONTANA BMW RIDERS NEWSLETTER

**BMW Motorcycle Club**  
Montana BMW Riders



**CLUB CHARTER**  
**MEMBERSHIPS :**

BMWMOA #155

BMW RA #072

AMA #6830

NEXT MEETING

WISDOM

SUNDAY, AUGUST 20

1:00 PM

THE CROSSINGS RESTAURANT

## PRESIDENT'S CORNER



**W**here to begin. The month of July had soooo much going! And a good thing it did. Now with fires, I find myself wondering about where to ride these days. With the threat of fires in many of our favorite places, having the threat of thick smoke or even real fire danger, that is not what anyone wants. So, here's a link I got from Mr. Dave McCormack, so you know where these fires are burning. <https://inciweb.nwcg.gov/state/27/> Activities in July that stand out: first and foremost, the BMW-MOA rally in Salt Lake City July 13-16. As usual, for the middle of July, it was hot. Every day was in the mid to upper 90's. Unfortunately, that discouraged folks from joining the rally and total attendance ended up being only 4,200. Most years' attendance ranges between 5,000 to 6,500.

The good news was that none of us won any of the 3 bikes BMW gave away. So we didn't have to choose which bike to ride back to Montana. J Chris Keyes and I had an unexpected adventure on the way to the rally. We'd decided to take the scenic route down from Missoula to Salmon, ID. to Challis ID. Kim Lemke had ridden that part of the route with us but split off at Challis to keep going south on Highway 93 to visit some friends in Arco, ID. Chris and I continued on the famous roads between Challis and Stanley, Highway 95, with long sweepers and vistas of the Sawtooth Mountains. It was ideal riding... just a little road construction & with Idaho Dept. of Highways sweeping gravel from roads recently chip sealed. Unfortunately, they swept some

sharp stuff in with the gravel because between Challis and Stanley yours truly had his first flat ever, in 19 years of riding. It was a tri-tear puncture so using the plug gun I brought with me wasn't gonna work. Fortunately, and thank the Lord, the flat happened just before coming into a big pull out, so had a good place to coast in to. Then amazingly, it wasn't just a pull-out, it was the driveway for a Mom and Pop resort, Torrey's Burnt Fork Inn. They stepped outside to see what was going on and told me a tire shop was just up the road a few miles. They even made the call for me. Steve Arneson of Tunnel Rock Tires in Challis came out within an hour. He wasn't sure if he could patch the tire but said he'd try. The resort offered a great place to go inside and get out of the heat. The resort even had cabins available if the patch didn't work. Plan B was: To next-day-ship a tire from Big Sky BMW in Missoula. Thankfully about an hour later Steve called with the good news that he'd been able to patch the tire. The tire luckily had been punctured right in the middle of the tread, not on the sidewall. Compadre Keyes and I were able to get back on the road 4 hours after the whole thing happened. We continued to reach our first night's destination just south of Hailey, Idaho. With the patched tire, I was able to get all the way into Salt Lake, 350 miles, before I purchased a new tire at the rally. Thanks to Torrey's Burnt Fork Inn, Tunnel Rock Tires, Chris Keyes for hanging in there, and even to Big Sky BMW for being ready and willing to Fed-X the tire they had if I'd needed it. Moral of this story...even being prepared with a good patch kit and tools, even having towing insurance for just such an incident...none of this beats good luck and good people! Miracles happen every day!

All told, for July, the really exciting activity for some of us riders was the Dual Sport Class put on by Fran Tully who drove up from Salt Lake City. His class taught us many techniques for riding off road. It was a good class in many ways. Some of us learned about things we don't want to do out there

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in the back country. Others took to it like ducks to water or ducks going over a waterfall, eh Mike W?! There luckily was only one cracked head during the two days and that was a BMW 1200GS cylinder head cover. This is how we also came to learn all about how well JB-Weld works. (Make sure you get the fast-acting kind). Mike is proof positive, it lasts and lasts; even all the way to Salt Lake City and back. More to come in an article by Mike 'Crash' Wright, who I must say was at the top of the class even though he did hit bottom the hardest. Fran Tully was a swell guy & great rider. His class taught the basics and then some. It was affordable and we all learned a lot. Next time I'm ap-



MT BMW Riders outside the world famous Red Iguana. L-R: Kim Lemke, Chris Keyes, Rick Kuschel, Bob Testut, Chuck Reaves, Bob Rennick, Annie Huddy, Kevin Huddy.



MT BMW Riders at the world famous Red Iguana. Clockwise from top: Kevin Huddy (waving towel), Chuck Reaves, Kim Lemke, Bob Testut, Bob Rennick, Rick Kuschel, Annie Huddy.

proaching a big hill, see a set of whoops ahead or figure out the water crossing in front of me is a bit deep or slippery.... I'll know just what to do.... I'll be turning around.

A common theme during Fran's off-road class & the MOA Rally in Salt Lake was: *it was hotter than hades!* In those two weeks, I got every cent worth that I'd put into cooling vests, neck coolers, and my Camelback backpack. These are things you definitely want in your traveling kit this time of year. Thankfully this superhot weather doesn't last too long, but life riding without those accessories would have been slanted way towards the miserable side.

And so now the heat has turned to smoke. It seems hard to get away from the smoke. With the current forecast, chances are it'll be getting worse before it gets better.

July's meeting was ostensibly at the MOA Rally and for many of us it took place at the Red Iguana not far from the rally grounds. The Red Iguana is such a well-known and highly acclaimed restaurant, offering Mexican cuisine, that there were waiting lines every night. We decided to go for an early dinner about 4:00 PM and got in without much of a wait. The menu offered great

food but eating anything hot at the 105-degree mark is a challenge. Admittedly I didn't see anyone ordering the Gazpacho.

There were about 15 riders from our club at the rally and 8 of us at the Red Iguana. No club business was discussed. It was so hot even beer took a back seat to bottles of cold water. Those attending the rally, and forgive me if I don't get everyone, were; Kevin & Annie Huddy, Marg Lang, Bob Rennick, Bob Testut, Larry Banister, John Webster, Rick Kuschel, yours truly, Kim Lemke, Chris Keyes, John Scibek, Alastair McLean, Jep Edwards, and our Denver ex-pats Donna & Mike McInerney.

August may be a challenge to ride if the forest fires keep having their way with Western Montana. The meeting in August will be, as always, at the *The Crossing at Fetty's* in Wisdom, MT. That date is Sunday August 20<sup>th</sup>. Same time, 1:00 PM.

Hope you are all having a great riding season getting to your favorite rides & rallies. Hope to see you in Wisdom. Bring a friend...and a flat tire kit!

Happy Trails...

*Chuck*

\*\*\*

## EDITOR'S CORNER

Ordinarily, I'm not a joiner nor a competitor. Last year, I supported the 1<sup>st</sup> Café to Café competition. I bought a hat from Big Sky BMW. I didn't compete but I watched as others went after Cafes. 37 Cafes seemed like a lot but by June at least two couples, riding separately, had gotten in front of the 37 cafes with a camera and a BMW hat. The realization that I was toast even before I

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began was overwhelming.

When Kevin Huddy announced that the 2nd Café to Café competition would include 50 Cafes...but you could compete in the senior division (retired with time and money) or the “worker” division (still working for time and money), I entertained the notion that at least I could get a few cafés more than last year. Plus, Kevin added many of our normal meeting cafes like, Sunshine Station, Echo Lake, Lambkins in Lincoln, and the Avon Cafe. So, if you showed up to meetings at all, you’d have a few cafes already noted on your ledger.

In the last newsletter, you saw a blurb from Dick French (field correspondent) about a chance dare when three of us met at the Stray Bullet in Ovando for breakfast one weekday morning. Next thing you know, we beat a hot trail to Trixi’s, Lambkins, Avon, Gold Creek and Drummond. Just that one day combined with our normal meeting dates put me at 11 Cafes. And it was only June. I had blocked out a week in July for the Hope Ride which was supposed to end in Billings. I wasn’t sure I was going to do the ride but as I looked at the map, I saw more cafes out east and south of Billings that might be more fun to see than the Hope ride. A little planning, some reservations and a complete oil change made it possible to do what I did. I skipped the Hope Ride but did what I called “the Brad Wonnacott memorial café to café ride”. This was a time for reflection and decision. I had hoped to see Montana and do some serious thinking about life in general... not Zen kind of stuff, just an old guy recognizing that time is becoming more precious.

It happens that I did five days, by myself, on my trusty 3 wheeled Can Am Spyder, and captured 19 more cafes to add to my 11. Days were 350 to 400 miles at most to give me time to stop and sight see, get my café pictures and



still  
be in  
air  
condi-

tioning by about 4 p.m..... and the local saloon by happy hour. Temperatures were averaging 105 during the day. Day 1: ...got two Cafes in Butte and one in Basin before humping it to Billings. Day 2: ...got Roscoe, Red Lodge and Cody, Wyoming plus a speeding ticket. Day 3: ...got Hardin, Miles City, Ingomar and Roundup plus hail, lightening, rain and a cracked windshield from the high winds. Day 4: ...got

Two Dot, Martinsdale, Ringling, Livingston, and Bozeman. Day 5:... got Three Forks, Willow Creek, Ennis and Wise River.

1700 miles, 4 hotels, 1 speeding ticket and a great ride through wonderfully diverse countryside and some nice Montana and Wyoming folks (even the Wyoming Highway Patrol Trooper was a nice guy). As a friend said, riding alone has its risks but it’s way cheaper than therapy. For me, it’s not the competition. It’s the ride and the opportunity to connect with places in the state that I otherwise wouldn’t go to on purpose. And... my favorite café was the Regis Café in Red Lodge. Food and service were great. Next was the Pine Creek Lodge in Livingston...best burger ever. I had forgotten basic café logic and had the most interesting cafes booked on my GPS for Monday and Tuesday. The Jersey Lilly in Ingomar, the Two Dot Bar, Crazy Mountain Inn in Martinsdale and the Ringling Bar were all closed on my trip. I will go back and catch the Jersey Lilly in Ingomar someday. Beans and steak at a grumpy old two building town off a dirt road has got to be special.

Use the C2C game as an excuse to see Montana, ride your bike, and meet some of the nicest people.

There’s something about pulling into a café on a motorcycle that gets people talking.

*Dave*

\* \* \*

## SECRETARY/TREASURER'S CORNER

### THE COST OF DOING BUSINESS

Back from the BMW MOA Rally in Salt Lake City, and what a rally it was. A great time at the rally events, and a great time spent with a bunch of Montana BMW Riders during three days under the big orange canopy tent. Worth the money! Or was it? Hard to definitively make that statement since I still don’t know exactly how much the trip actually cost. In the heat of the moment, the plastic was swiped without pause or reflection. Now back home, there’s no escaping reconciliation of the credit card bill and a full accounting of the price of that motorcycle bliss.

When it comes to motorcycle travel, I’ve noticed that there are two kinds of costs. There are the anticipated costs – hotel, gas, food – and there are the unanticipated costs. In the latter I don’t include spontaneous purchases like those from the rally’s giant Farkle-Mart; those are gifts -to-self, not what I consider costs. No, I’m talking about those random expenses that appear without warning or

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advance budgeting. On this particular trip, fate assigned most of those to my riding partner, Chuck Reaves. Poor



*Not a sight a rider likes to see.*

Chuck suffered a steady parade of insults to the wallet. First was a camera drop onto hardtop that broke the shell and put it out of service. Next was a flat tire in rural Idaho – not just a puncture, but more of a gash, and one requiring a C-note for some uncertain tire surgery by a

not-so-local truck tire guy. For riding peace-of-mind, two days later that rescue tire would be discarded for a brand new one installed at the rally. A fuel stop led to the discovery that a blinker lens cap had gone adrift, apparently set loose from its moorings on Chuck's RS somewhere between Stanley and Ketchum. The last casualty was a dental filling, wrenched free by an insidious gummy bear. Amazingly, Chuck's spirits didn't drop much through these financial abuses. I began to wonder whether the cumulative tally of these costs had exceeded his planned travel costs, and felt a little guilty about my own good fortune.

As for me, I had only one issue and it didn't emerge until the end of the return trip. During the final push down the Bitterroot Valley from Sula, it occurred to me that the road surface sure seemed pretty grainy. As in chip-seal grainy. But looking down past the footpegs, it did not look like chip-seal. Paying closer attention to the sound, it seemed a kind of rhythmic grainy too. Grrrrrrr-UMPH; grrrrrrrUMPH; grrrrrrrUMPH. A little bit like riding over a steel bridge. Taking the bike out of gear at speed, the sound – I will now describe it as a mild 'grind' – continued unabated, and the rhythm was more apparent. I tried to recall whether this stretch of asphalt had once been jointed concrete. At next fuel-up in Lolo, I called over the pump to Chuck, "that stretch seem pretty grainy to you...rough surface?" "No, not at all...I was just thinking how smooth I felt all the way down from Lost Trail Pass." Approaching Missoula and home, I wondered: when did I last check the final drive oil level? You can already guess that my RT is now in the shop where it awaits service to the bearings in the final drive. I'll find out the cost in a couple weeks. And I'll more-or-less gladly pay it. It's just another cost of riding.

I certainly won't let this expense diminish the memory of the 2017 rally trip. It's an old bike with high miles and was due for service anyway. I wonder if Chuck had the

same thoughts about his teeth as he reclined in the dentist's chair.

## **Christopher Keyes**

*Secretary-Treasurer, Montana BMW Riders  
BMWMOA #174257  
1997 R1100 RT-P & 1999 F650 Funduro*



*Hard to tell...is this before or after Chuck's flat? And before the bumpy highway?*

## **FOR SALE**

2012 Super Tenere; 20,400 miles; never dropped; many accessories added; just had a major service conducted; \$8,750. See more at: <https://helena.craigslist.org/mcy/d/yamaha-super-tenere/6232575032.html>



Original equipment BMW aluminum panniers and mounting racks for BMW R1200GS and GS Adventure, 2013-2017. Taken off the bike with less than 2,000

miles. Like new condition. BMW cost for all these parts is over \$2,600. Asking \$1,200. I will install them if so desired.

See more at: <https://helena.craigslist.org/mpo/d/bmw-aluminum-panniers/6232521616.html>

**Contact Kevin at 406 438-6776 if interested.**

# MONTANA BMW RIDERS NEWSLETTER

The Montana BMW Riders NEWSLETTER is Published Monthly.

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

Monthly Meetings: Third Sunday of each month, 1 PM, unless specified otherwise. Location announced in Newsletter and on Web Page.

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**CLASSIFIED ADS FOR THE WEBSITE:** MIKE WRIGHT

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 of the clubs or its officers.

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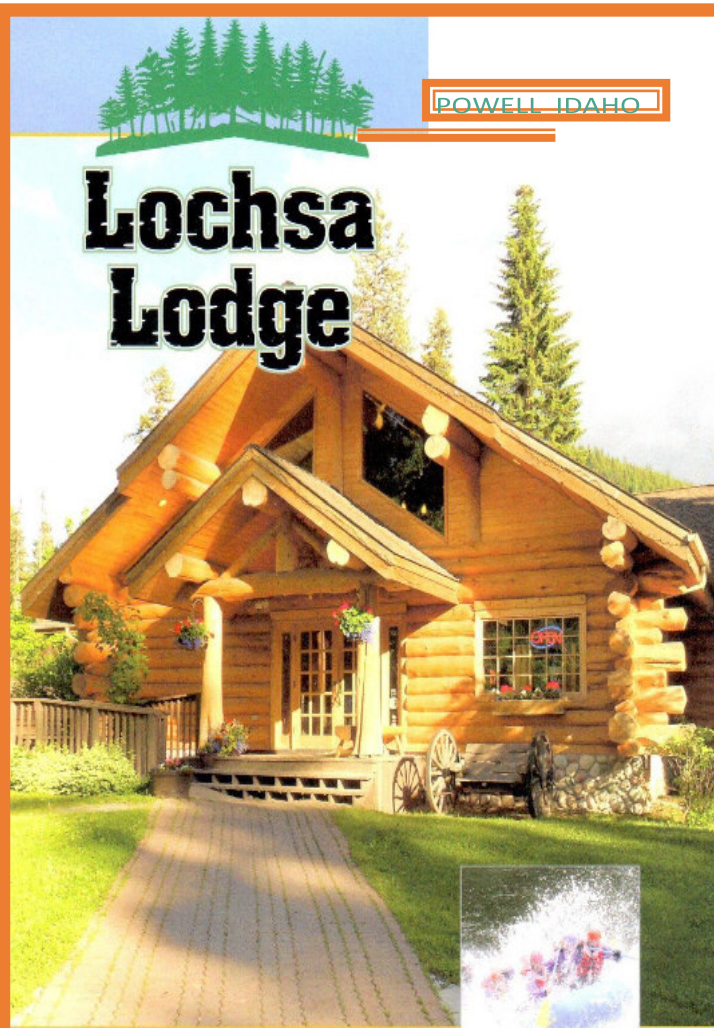
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## 2017 BMW Club Ride Schedule

Month	Date	City	Place	Sat/Sun
✓ January	21	Seeley Lake	Double Arrow Lodge	Saturday
✓ February	19	Avon	Avon Café	Sunday
✓ March	19	Butte	The Hanging Five	Sunday
✓ April	23	Lincoln	Lambkins	Sunday
✓ May	19/21	Helena	Huddy's Tech days	F,S,S
✓ May	21	Philipsburg	Sunshine Station	Sunday
✓ June	17	Big Fork	Echo Lake Café	Saturday
✓ July	13-16	Salt Lake	Utah State Fairpark	Fri/Sat/Sun
<b>August</b>	<b>20</b>	<b>Wisdom</b>	<b>The Crossings at Fetty's</b>	<b>Sunday</b>
<b>September</b>	<b>16</b>	<b>Choteau</b>	<b>Log Cabin</b>	<b>Saturday</b>
<b>October</b>	<b>22</b>	<b>Ovando</b>	<b>Trixi's Antler Saloon</b>	<b>Sunday</b>
<b>November</b>	<b>19</b>	<b>Drummond</b>	<b>Wagon Wheel Cafe</b>	<b>Sunday</b>
<b>December</b>	<b>2</b>	<b>Missoula</b>	<b>Big Sky Motorsports</b>	<b>Saturday</b>



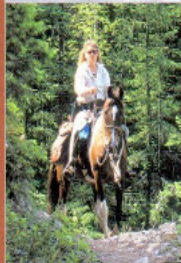
We have some favorite and traditional meeting places, like Lambkins in Lincoln, the Sunshine Station in Philipsburg, the Echo Lake Cafe in Big fork, and the Crossings Restaurant in Wisdom. But we always are open to suggestions for the following year's meetings. So pick a place, tell us about it and we'll check it out. It has to be able to accommodate upwards of 25 people all in one space, preferably a separate room from the main restaurant, have enough staff at 1:00 p.m. and beyond to serve all those riders and be open both Saturday and Sunday. Send your suggestions to Chuck Reaves, Chris Keyes or Dave McCormack.



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When you go, tell them you saw their ad in the MT BMW Riders **AUGUST** newsletter.

And be sure and always ask if there's a discount for club members.



Spotted in a Men's room in Livingston, MT

# MONTANA BMW RIDERS NEWSLETTER

## BMWMOA Rally Pictures and Commentary



*Do you always take your picture backgrounded with Porta Potties?*



*Bob Rennick and John Webster bathed in the orange glow of the club's rally HQ.*



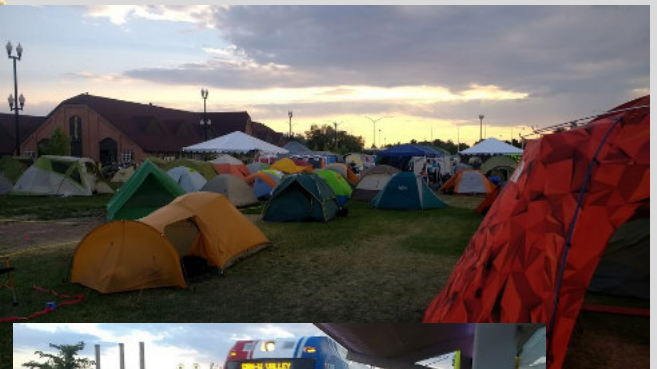
*On the way to the rally. Kim Lemke in Darby on his flying brick. Not sure why he appears to be putting the helmet on backwards....*



*Mike Wright surveying some of the thousands of BMW motorcycles on display.*



*Calling Mom for flat tire money?*



*L to R: Clockwise: Montana tent, Chris, tent camp, Chris with alternate transportation and bike lineup.*





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## SAFETY CORNER

I received the following email from Bob Rennick on July 20<sup>th</sup>:

*Hi Larry. As the safety guy, I was wondering if you could write an article reminding our membership that no matter how much high vis clothing or extra lighting we put on our bike, some drivers will still pull out and put us motorcyclists in great danger. These drivers are either 1) truly "blind" to anything except other cars, 2) see us and think that we are far enough away that it will be safe to pull out, or 3) don't care and figure we'll just have to get out of their way. I was recently reminded of this on my way to the Salt Lake rally. I was on the narrow two-lane road south of Whitehall. Up ahead was a truck with several cars stacked up behind it. I could see the first car inching toward the centerline, getting ready to pass. I was riding on the far right side of the road, right next to the white line. As the car inched over I started flashing my headlight and the conspicuity lights on my bike. Even though I was as visible as could be, the driver pulled out anyway forcing me to the shoulder of the road. Luckily, the DOT had recently widened the shoulder so I had someplace to go. I say luckily because just a mile back it was the old road with no shoulder and a steep embankment. That incident reminded me that not only do we need to be ever vigilant regardless of how conspicuous we make ourselves, we also need to constantly update our escape plan. If this had happened on the narrow part of the road, I'm afraid the ditch would have been the only escape plan, and that would have been very unpleasant.*

*Thanks. Best regards, Bob Rennick, Helena, Montana*

Bob makes a couple of very valid points, the first of which is, assume that you're invisible! As noted, he had high-vis clothing on, extra lights and was apparently where the on-coming driver could see him. In spite of all of that, the on-coming driver pulled out to pass anyway. What Bob may not have known, in many arenas, and particularly among truck drivers, the flashing of lights is an acknowledgement of presence and permission to turn, pull in, pass, etc. So, unknowingly, Bob gave the "it's ok to pass" signal to the oncoming driver and was fortunate that he had sufficient room to pull to the right and avoid the collision. Secondly, by riding in the far right hand portion of the lane, Bob also gave the appearance of making room for the oncoming car to pass safely. As a general rule, riding in the left hand portion of your lane is a better place to be in that you appear to be

taking up the whole lane. Bob, we're glad you're ok and thanks for sharing your experience with the rest of us.

**Larry Banister**

Safety Mom-Montana BMW Riders.

\* \* \*



Spotted in Two Dot, MT... not too far from the Two Dot Bar & Grill.

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**Ed. Note:** *Just As I was starting to assemble this newsletter, my computer went down. Bev to the rescue! She put it all back together for the right time and price and became for me, at least, a brand new star rated resource for computer issues. If you live in the Bitterroot or Missoula areas, she's worth calling. Thanks, Beverly, for saving my bacon.*

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## Dual Purpose Class

### Part 1

By Dick French

Fran Tully, owner and instructor of the Utah Based Dual Sport School gathered the lambs (i.e., students) at Maverick Motorsports on Saturday 8 July 2017. John DiBari (new Africa Twin), Larry Banister (Triumph Tiger 800 XRx), Dick French (KLX 250), Chuck Reaves (BMW F650) with Mike Wright and Jess Woodward both on BMW R1200 GS's. From the photo it appears John DiBari is a bit skeptical of Dick French's Kawasaki ride, and pointing out the Africa Twin is a real adventure motorcycle. However, Fran Tully's BMW R1200GS left no doubt in our minds as to how a real adventure motorcycle should appear.

Fran started with some basics, focusing on balance having each of the students practice some static balance drills on our motorcycles, which proved to be a bit more challenging than it sounds.

From Maverick Motorsports Fran lead us to the training ground (classroom) at the mouth of Deep Creek about ten miles west of Missoula on the Clark Fork river. *(to be continued in the September issue).*



# MONTANA BMW RIDERS NEWSLETTER

## 2017 BMW MOTORCYCLE CLUB RIDES & EVENTS

August 10-13.....Stanley Stomp...Grandjean, Idaho

August 7-13.....Sturgis

August 18-20.....Bee Cee Beemers Rally...Nakusp, British Columbia

August 18-20.....Beartooth Rendezvous...Red Lodge, MT.


August 20-21.....Rat Dog Dual Sport Ride Tillamook, Oregon (blackdogdualsport.com)

August 23-27..... Rally in the Gorge...Hood River, Oregon

Ed. Note: If you know of other rides or events for BMW owners and/or events that would interest all motorcyclists, please forward them to "Editor, MT BMW Riders at P.O. Box 1353, Victor 59875" for inclusion in future Newsletters. Or there is an error in dates, places of event names, notify Editor at dhmc@aol.com.

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### **RECALL NOTICE OF NOTE**



**NHTSA Recall ID Number: 17V438**

**Manufacturer: BMW of North America, LLC**

**Subject: Fork Tube may Detach From Upper Triple Clamp**

**Model: R1200 GS**

**2014-2017**

**Model: R1200 GS ADV**

**2014-2017**

#### **What is a recall?**

When a manufacturer or the National Highway Traffic Safety Administration (NHTSA) determines that a vehicle creates an unreasonable risk to safety or fails to meet minimum safety standards, the manufacturer is required to fix that vehicle at no cost to the owner. That can be done by repairing it, replacing it, offering a refund (for equipment) or, in rare cases, repurchasing the car.

#### **What should I do if my vehicle is included in this recall?**

If your vehicle is included in this recall, **it is very important that you get it fixed as soon as possible given the potential danger to you and your passengers if it is not addressed.** You should receive a separate letter in the mail from the vehicle manufacturer, notifying you of the recall and explaining when the remedy will be available, whom to contact to repair your vehicle, and to remind you that the repair will be done at no charge to you. If you believe your vehicle is included in the recall, but you do not receive a letter in the mail from the vehicle manufacturer, please call NHTSA's Vehicle Safety Hotline at 1-888-327-4236, or contact your vehicle manufacturer or dealership.