

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS :

BMWMOA #155

BMW RA #072

AMA #6830

NEXT MEETING

CHOTEAU

SATURDAY, SEPTEMBER 16

1:00 PM

THE LOG CABIN

PRESIDENT'S CORNER



Well, it seems to me it won't be hard moving from motorcycling to bird hunting this year. While I think we'll all be crossing our fingers for a nice fall, odds don't seem in our favor with all the forest fires burning in western Montana. Only a few months ago, we all had the best intentions of having a record breaking mileage summer that would make up for the cold & snow of Winter '17. But Mother Nature's follow-up after a bone chilling winter was to tease us with a nice spring, a glorious early summer, then being the fickle girl she is, then filled the skies with lots of forest fire smoke during the best road riding part of our summer. Not road riding? Well if you were planning a dual sport ride, then you had to factor in how much water and fire retardant to take!

So it appears most folks are asking themselves, "Is this the new normal for Western Montana" or paths beyond. After such a summer, as ours has been this year, it may be a good idea to make plans next year for motorcycle trips abroad (I haven't heard of the Alps or Slovenia being on fire) or even to other parts of our country sans fire and smoke. That'll give you something to dream about over this next winter & even start some new goals to fulfill, seeing new places or checking off places on your bucket list.

On the positive side, our club has been seeing some great turnouts for meetings. We have more and more new members from seeing our presence on the web. Good job Mike Wright!! I was so impressed with the number of members who made it to the MOA national rally in Salt Lake City (at least 16). Would have been 17 if Lori Hintz' rear wheel hub hadn't disintegrated ½ mile out of Missoula, on her way to Salt Lake. That makes my flat tire look pretty benign. Sorry we missed you Lori! We also missed having newsletter editor Dave McCormack along, but Dave was focused on his Café 2 Café quest to add points to his café list. Rumor has it Dave even put some points on his driver's license via a Wyoming highway patrolman using his patrol car as a radar café!

I'll reiterate, Salt Lake City was a great venue. Not too far for such a big event, with great roads between here & there. Other than the ride there, the other thing that draws me to the rallies is cruising the rows & rows of vendors. It's a touchy-feely thing you find in very few places in our motorcycle world. Plus you can get lots of great advice directly from the manufacturers themselves. In Salt Lake, there was a special fondness for vendors in the air conditioned buildings. For me, it was especially nice they had tire vendors at the rally, air-conditioning or not.

There was a great turnout at the August club meeting in Wisdom. Wisdom is always a great ride and Diane at *Fetty's The Crossing*, always does a great job to accommodate our club. Looks like those making it were: From Helena: Steve Moore, Bob Rennick, Gene Sullivan, Mike Meredith, Kevin Huddy. From Heron: Randy Carpenter. From Billings: Mike Hofferber. From Townsend: Lance Lerum. From Missoula: Chris Torma, John Torma, Geoff Sutton, Carol Graham, Gary Graham, Kim

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Lemke, Dick French & Sandy Knutsen.

Speaking of popular places to go, this September 16th, the club meeting is in Choteau at *The Log Cabin Café*. Note **this is on a Saturday** and the time is 1:00 PM.

Also, our 1st Saturday breakfast ride is moved to the 2nd Saturday of September, September 9th, because of the Labor Day weekend. We'll meet at the *Pressbox* in Missoula (corner of E. Broadway and Van Buren Streets). Time: 8:30 am.

After the breakfast, if anyone wants to do a ride, we could maybe do the Missoula to Drummond to Helmville to Missoula loop? Or a ride anywhere there's no smoke!

If anyone from out of town wants to come to Missoula Friday, so they can make the meeting (without getting up a zero-dark-thirty) we have room at my house. Call or email me.

One other thing I was hoping to organize this summer is a ride up to Polson for a cruise on Kwa Tuk Nuk's Flathead Lake cruiser called the Shadow. There are two possibilities; 1) An evening cruise that starts at 5:30 PM on Friday September 8th. 2) An afternoon cruise at either 1:00 or 4:00 PM on Sunday September 17, their last day of the season. Cost is \$19.00 per person & the cruise is approximately 2 hours long. Let me know if you're up for one of these.

Wishing you all a great end of the summer. Hope to see you at the *Pressbox*, for the breakfast meeting, or for sure, on the Front Range at Choteau, Montana.

Bring a friend, they need to know what a great club we have!

Happy Trails...

Chuck

EDITOR'S CORNER



Nothing to report this month. Due to relatives in town in August, missed one of my all time favorite rides to Wisdom for the club and will miss the ride to Choteau because of travel plans to the British Isles. I'll think of you all while hoisting a Guinness in Dublin about the time you're pulling into the Cabin café in Choteau. Maybe there won't be smoke for that ride and certainly not for me.

Excited to have Mike Wright's guest column in this issue. He handles the "Part II" story of the Off Road school held recently in the Missoula area. Helluva rider and as it turns out, he can actually complete a thoughtful sentence. He credits his wife, Kate, with cleaning up the duller sections. Apparently she's familiar with a Thesaurus.

Dave

* * *

SECRETARY/TREASURER'S CORNER

It's never too late to help fund the club's activities. If you haven't re-upped or never joined the club, it's a simple process of sending Chris your \$15.00. Send your check to MT BMW Riders, 714 Continental Way, Missoula, MT 59803. Your membership entitles you to participate in the monthly drawings at our monthly meetings.

Christopher Keyes by dhm

Secretary-Treasurer, Montana BMW Riders

BMWMOA #174257

1997 R1100 RT-P & 1999 F650 Funduro



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DUAL PURPOSE CLASS

Part II

By Mike Wright



Who knew riding on dirt could be so thrilling? That's precisely what I learned last month

when President Chuck Reaves brought in Fran Tully (www.dualsportschool.com) to teach a bunch of pavement guys how to navigate off-road obstacles. Six of us paid for two days of envelope-pushing, ego-squashing, education topped off with (necessary) motorcycle CPR training. It was kinda like abbreviated Navy Seal Team Six school, only for guys on bikes who are beyond recommended reproductive age.

Class began Saturday morning in the Maverick Motorsports parking lot in Missoula. With bikes on center stand, we each stood on the pegs and found our handle bars would need to be loosened and rotated forward. Previously unknown but soon to recognize, we were to spend many hours riding while standing. Therefore, to facilitate ergonomic and wrist-preserving comfort, handle bar orientation should allow grasping the brake and clutch levers with straight wrists, rather than bent at 90 degrees.

We all rode out to Southside Road along the Clark Fork River to our 'class room'. Stopping amongst mature Ponderosa trees offering a wee bit of shade (it reached 100 degrees both days), we were instructed on the art of riding a figure eight between two trees. Standing on the pegs, weighting the inside one to facilitate turning, look far forward of your intended line using the clutch to control speed. Sound simple? Go try it!

Do you remember how to disable your ABS? One exercise, which engrained how worthless this system is on dirt, involved riding a road with ABS off, and locking up the rear tire at 10 MPH. You come to a stop about 20 feet later. Doing the same at 20 MPH finds your inertia halted after maybe 45 feet. Now try it

with ABS on. At 20 MPH, you finally cease movement about a quarter mile later. ABS is worthless on dirt. See your owner's manual for ABS disabling instructions.

One helmet liner-soaking maneuver is the standing mount. AKA the Roy Rodgers, stand to the left of your bike with it running and in first gear. Place your left foot on the left peg. Give it some gas, release the clutch and fly forward throwing your right leg over the saddle. Easier read then done.

Saturday night Chuck and his bride put on a BBQ feast in their well-landscaped back yard for the tired, dirty, smiling riders. We consumed nourishment from all the food groups, relived the day's adventures and headed home for a shower and rest, because tomorrow there is more!

On Sunday, we learned what to do when you leave your wisdom at home and find yourself riding up that slope that seemed mellow at the bottom. Near the top you discover it gets really steep and you can't make it. You're hosed, right? You can't go forward, the bike is facing straight up, and you have a death grip on the front brake. Solution: Relax and follow that taught by Fran. Turn off the bike, ensure first gear, left foot down, and release the clutch and brake. Whew, engine compression holds you in place. Now feather the clutch while turning the handle bar left. Repeat a few times, keeping control of your nerves, until the bike is perpendicular to the sloop. You're almost there. Now begin turning the bars right and left, full lock to full lock, and you'll find the front tire is working its way down hill. Eventually it will be heading exactly where you desire, to the bottom and out of there!

What happens when your mental comprehension exceeds your physical skills? Things go wrong. This condition occurred when I over-confidently headed up a trail with ever-increasing whoop-de-doo heights. With each passing swale, my front tire failed to stay in contact with the earth for longer periods. It grew ever higher until the front axle and my nose were the same altitude. Too inexperienced to let off the throttle, and with stuff happening pretty darn fast, the rear tire roared forward, sending it up hill, upside

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down, and landing with a sound we don't like to hear. Unhurt because I ride 'All The Gear All The Time', I arose and turned off the ignition. With Fran's muscle assistance we righted the R1200GS with its headlight pointing downhill towards the applause. He then pointed to the black liquid pooling in the dirt. Ugh, punctured left head cover.



Oh, oh, damage.

When I signed up online for this class, I thought about learning new riding techniques, not BMW first aid. Laying the bike level on its right side, we got out the tools and went to task of removing the crash bars and damaged head cover. How do you



Mike, ever heard of JB Weld?

repair a hole the size of a dime, which must also encase one of four head-retaining screws? Fran introduced me to J-B Weld, which when squished between your fingers until stiffening, becomes a magic sealer. Not only did it stop the Sunday lunch-time leak, but it enabled me to ride the remainder of class. Four days later I'm scheduled to ride to Salt Lake City for the national BMWMOA Rally. Neither the local BMW dealer nor John's Motorcycle Werks had a replacement part. With a deep mouth inhale and slow nasal exhale, I made the call to ride 500 miles south into the Utah desert. The J-B Weld SteelStik epoxy held the entire trip, and is still holding to this day, even though I now have a shiny new head cover in the garage. I guess installing it will be a winter

project.

Out in the woods we quickly learned each other's relative skill sets. Not caring how we compared with our mates, we instead encouraged and congratulated each other on how well, or not, we approached and accomplished each maneuver, be it a slippery creek crossing or a dry quarry of boulders and sand. It was pleasurable comradery while encountering things new and unusual.



Bigger smiles than usual. The author, second from right.

And that's why we ride.

See you out there.

Mike

* * *

Café to Café

Participants in the Cafe 2 Cafe (C2C) are still out there supporting the region's gas and gastronomic businesses. Eleven riders are actively participating in C2C and rider submissions are still coming in albeit at a slower pace than at the start of the riding season. The current leader in the C2C contest has 40 cafes of the possible 50 under his belt, he is closely followed with riders with 37, 35 and 30 cafes respectively.

There are still six weeks remaining in the ride and it is never too late to start. Riding to one of the cafes is a great reason to get on the road with friends and to enjoy our magnificent riding environment.

Kevin Huddy

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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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.

We're on Facebook Too:

MONTANA BMW Riders

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2017 BMW Club Ride Schedule

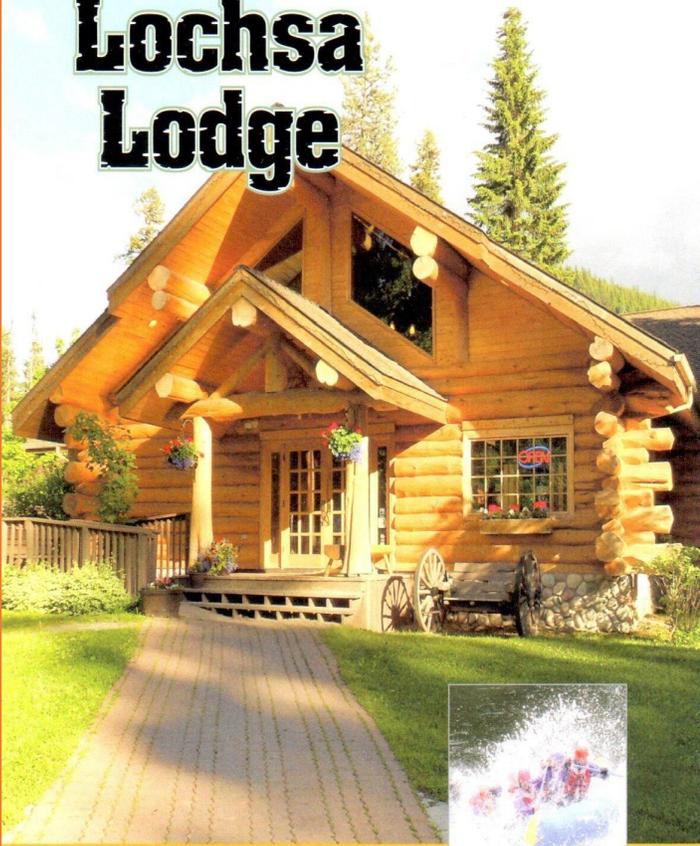
Month	Date	City	Place	Sat/Sun
✓ January	21	Seeley Lake	Double Arrow Lodge	Saturday
✓ February	19	Avon	Avon Café	Sunday
✓ March	19	Butte	The Hanging Five	Sunday
✓ April	23	Lincoln	Lambkins	Sunday
✓ May	19/21	Helena	Huddy's Tech days	F,S,S
✓ May	21	Philipsburg	Sunshine Station	Sunday
✓ June	17	Big Fork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



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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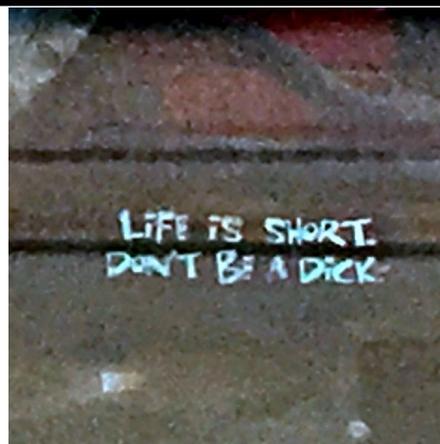
BIG SKY MOTORSPORTS



Wander on down to **2315 South Avenue West** in **Missoula** or call **(406) 728-5341** to speak to one of the highly trained staff.

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

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



As spotted on a bumper.

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Family Dental Group
Rowan P. McQuarrie, DDS, FAGD

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MontanaSmiles.com
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WISDOM MEETING—AUGUST



RECALL NOTICE OF NOTE

NHTSA Recall ID Number: 17V481

Manufacturer: BMW of North America, LLC

Subject: Reflex Reflector Visibility Blocked/FMVSS 108



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.

BMW	F800 GT	2013-2017
BMW	F800 R	2013-2017
BMW	R1200 GS	2013-2017
BMW	R1200 GS ADVENTURE	2014-2017
BMW	R1200 R	2015-2017
BMW	R1200 RS	2015-2017
BMW	S1000 XR	2016-2017

NOTABLE QUOTES

"He has Van Gogh's ear for music."

-Billy Wilder

Wisdom attendees: Lance Rerum, Bob Rennick, Gene Sullivan, Mike Meredith, Kevin Huddy, Steve Moore, Randy Carpenter, Mike Hofferber (new Member), Kim Lemke, Chris Torma, John Torma, Geoff Sutton, Carol and Gary Graham, Dick French (Photographer) and Sandy Knutsen.

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MISCELLANEOUS THOUGHTS AND PICTURES



"Another belief down the drain..."

KLH



It was just prior to ST Paul MN Rally that I found out my cousin has had motorcycles since he was a teenager. We don't communicate often. My phone rang at the SLC MOA rally: "Hi, this is Kevin. I'm here. Are You?" Turns out we were about 50 ft. apart, listening to the music. We had a good time. Haven't heard from him since.

KIM



Club Member—Give Bob a call.

IDLE THOUGHTS:

**Red meat is not bad for you
Fuzzy green meat is bad for you.**

**If at first you don't succeed
skydiving is not for you.**

**You are not drunk
if you can lie on the floor
without holding on.**