

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS :

BMWMOA #155

AMA #6830

NEXT MEETING

DRUMMOND

WAGON WHEEL CAFE

SUNDAY, NOVEMBER 18

1:00 PM

-HOME OF THE NEXT BEST RIDE-

PRESIDENT'S CORNER



We had a great turnout, 28 members, at Trixi's Antler Saloon in Ovando last month. The October meeting is often the probable grand finale of our riding year. This year especially, we have had excellent turnouts at every meeting and the First Saturday Breakfasts surprised me even more with

usually over 20 members attending. Seems food and motorcycle speak go well together.

Part of the reason for these turnouts is that our membership has really grown this year especially in the second half of the year. In past eight or so years we've been cruising in the membership range of 60-70 members. Now our club has almost 100 members. I'm certainly not qualified or sure how to quantify that increase or expostulate on what social forces are at work here?? But from somewhere in the past I seem to remember some famous words about "some parts are better than others" or "the whole parts are better than some parts" or "parts is parts!" Finally from out of the foggy recesses of a time long ago, it came to me. Actually it finally came from to me by 'Googling It'.

Here it is...."The whole is greater than the sum of its parts"! That's our club. What makes it great is you, the members, who participate and come up with those great ideas for rides, ride contests, newsletter articles, etc. That's what makes the club a place other riders are looking for. Yes, we're an independent bunch but most of us are looking for a place to land that gives us anything motorcycle related including great places to ride

& like-minded companions to ride with. We're not just the bar to bar types. We know motorcycling is serious and according to motorcycle author David Hough, 31 times more dangerous than riding in a cage. We care about rider safety/education. But motorcycling is also FUN. Our club members, newsletter and website are a great resource for sharing things like newly minted bike models, or older vintage bikes, better riding gear, good places to ride, more education on how to be better and safer riders.

I'd like to say thanks to all of you that are part of that whole. Those that attend meetings, show interest in the club by writing articles, organizing rides & contests. Looking back on this past year's club activities, I can see why we have new members joining. Here are a few reasons from 2018 to make being a member very worth the \$15.00 membership fee. Thanks to our executive committee for coming up with 12 great ride venues for the year. Thanks to Annie & Kevin Huddy for putting on their annual spring Tech Session. Thanks to Chris Keyes for his dedicated work as Secretary/Treasurer & for setting up this year's dual sport ride & campout at the Bend Guard Cabin. Thanks to Gary & Carol Graham for organizing & running the way fun Park2Park contest. Thanks to Dave McCormack for his excellent job with the newsletter, making it something that not only comes out on time but is something to look forward to reading. Thanks to Mike Wright for keeping our excellent website up and running. He's been laying a little low this year but some of us fondly remember him as a go-getter dual sport rider, also known as 'Crash'. Thanks to Tom Moe for moving the club forward trying to mesh east and west side riders and keeping us informed & in good stead as a BMW-MOA affiliate. Thanks to Larry Banister for running and keeping track of all those miles we ride for the mileage contest and his reminding us, as 'Safety Mom', of the many ways to be a safer out on the road. Thanks to Dick French, our roving reporter, for his enthusiasm in

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in putting out those human-interest articles and pictures making us aware of who we are. Thanks to Kim Lemke and Ed Field for their advice on club matters & many club great photos from today and from the days of yore; when the Montana BMW Riders were a little younger. And lastly thanks to our advertisers especially Big Sky BMW whose dollars enable the club to cover overhead and run year to year. I apologize if I've left anyone out, but mainly thanks to "the whole" for making this such a fun club to belong to.

Members, making up the "parts" that filled the back room at Trixi's: From Helena: Mike Meredith_F800ST, Ken Conrad & Brenda Pinero_Ural with side car, Annie Huddy_R1200GS & Kevin Huddy_R1200GSA, Bill Erhardt_F650GS, John Beyrau_R100RS, Bob Rennick_K1300S, Ed & Kathy Field_Honda Coupe, Chuck Flynn_Harley Davidson Road King, From Missoula: Norm Jarvis_Triumph Tiger 800, Dick French_F800GS, Kim Lemke_Royal Enfield, David Gordon_KLR650, Gary Graham_F650GS, Carol Graham_F650GS, Chuck Reaves_R1200GS, Phil Yasenak_Firebolt 2000. From the Bitterroot: Dave McCormack_Can-Am Spyder, Ken Senn_Triumph Trophy, Tony Braunreiter_R1200RS. From Huson: Brian Campbell_R1200RT, Kim Smolt_Triumph Tiger. From Townsend: Lance Lerum_R1100R, new member, Dan Mainwaring_Buell. From Belgrade: Mike Kreikermeier_R1200GS. From Bigfork: Gordon Phillips_R1200RT.

Next month we'll meet in Drummond at The Wagon Wheel on Sunday November 18th. Same time, 1:00 pm.

One thing pressing is the need for someone who would be willing & interested in taking over as **newsletter editor**. Some learning curve necessary but Dave will train.

November's First Saturday Breakfast will this coming Saturday at The Montana Club on 2620 Brooks Street in Missoula. We'll be in the back under the atrium. Time: 9:00 am. For Helena members, First Saturday Breakfast will be at The Staggering Ox on the west side of Helena in the Lundy Center. Time: 9:00 am.

Our Christmas party will be at Big Sky BMW in their upstairs room. This is on Saturday December 8th starting @ 5:30 pm, going to 8:30 PM. It'll be a pot-luck. Those whose last names begin in letters A-L, please bring a side dish. Those whose last names begin with letters M-Z, please bring a dessert. Prizes for mileage contest & winners of Park2Park will be announced, as well as a drawing for donated gift certificates & swag. The club will provide the entrée, coffee, pop, water and plastic & paper ware. The White Elephant drawing will end the evening. You must bring a gift that is wrapped to be eligible to be in the White Elephant drawing. Gift value limit

is \$20.00. It's a great venue for revisiting the past year's motorcycle adventures & getting to know your fellow members. Hope you can all make it.

Till then best wishes for some rideable weather in November/December & Happy Trails!!

Chuck Reaves

"We Ride For Pie"

TOY RUN

Motorcyclists from the Missoula area sponsor an annual toy run and Christmas party for the families and children who are receiving assistance from the Child Development Center. Toys are donated by motorcyclists, collected and taken to the Christmas party where the kids have a chance to meet Santa and Mrs. Santa and receive their Christmas present. These children have some mental developmental issues and for most of them and their families, the Christmas party and the toys they receive there is their Christmas.

Bikers against Bullies along with the motorcycle groups and dealers in the Missoula area provide the toys. We are looking for a couple of things: 1) new-unwrapped toys suitable for younger boys and girls; 2) motorcyclists to show up on Saturday, December 8th in the parking lot of Kohl's to accompany Mr. and Mrs. Santa to the Christmas Party at the Missoula Alliance Church. We are always hopeful that weather will permit the riding of motorcycles as the kids really get a kick out of seeing Mr. and Mrs. Santa arriving escorted by a large group of motorcycles.

If you'd like to donate a toy(s), please give me a call and I can arrange to meet you to pick them up. (406-728-8914 H, 406-274-3887 C)

Would love to see you riding on the morning of Dec 8th. By the way, this is the same day as our BMW Christmas Party!

Larry...



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MOA CORNER

Billings Area Lunches, cattleguards & BMWMOA Membership
- Tom Moe, BMWMOA Regional Coordinator



We had a third MTBMW Riders and BMWMOA get acquainted no host lunch meeting on October 20 at the Rib & Chop House, 1849 Majestic Lane, Billings, MT. 406-839-9200. It was not as well

attended as I had hoped but it was productive. There was a good discussion about a way forward for eastern Montana members and riders. The thought seemed to be to have lunch meetings within a morning's ride of Billings at an interesting destination with a nice ride to get there. We will be working on dates and places and try to get them on the calendar for next year. We thought it would be good to avoid the same weekends scheduled for the western part of the state. It may not be every month, but certainly during riding season.

We had our first Bozeman area get together at the Kountry Korner Cafe, 81820 Gallatin Road, Bozeman which is at Four Corners, October 27 at 12:00 PM. This event was well attended and the discussion was lively with similar thoughts and plans as at the Billings meeting. As Helena is beginning to have regular breakfasts we thought perhaps interesting destinations for lunch in the Helena/Bozeman area might be a good bet as well. We will work to stagger these events to allow as much participation as possible.

I will be working with leadership to schedule a few good destinations for the next season for both Eastern and Southwest Montana.

On a national level BMWMOA is working to schedule a regional meeting of the regional coordinators and chartered club leadership in the first quarter of 2019. Looking at my territory which includes MT, WY, OR, ID and WA it appears that Spokane or eastern WA might be a good mid-point. I am thinking perhaps March as the weather may be a little easier to navigate. I have begun to make contact with some of the chartered clubs and dealers in the region. The purpose of the meeting is to promote coordination with national, membership, activities, events and socializing amongst the members of BMWMOA.

I am very much looking forward to the BMWMOA Getaways for next season. I am confident that, for instance, the Grand Targhee Resort, WY event will be rescheduled. I suspect Coeur d'Alene, ID; Copper Mountain, CO and Sedona, AZ will also be repeated. I certainly hope to make as many as possible.

Facebook fans can find that BMWMOA, R1200RT Owners, BMW R1200 GS and BMWRA groups are certainly interesting and will keep one informed and amused.

The BMWMOA foundation is working hard on an important safety initiative: From the BMWMOA website: AMERICA'S HIGHWAYS BUILT FOR ALL OF US.

Over 88,000 motorcyclists sustained crash related injuries in 2016. Sadly, 5,286 people died on America's highways as a result of these accidents. Five-thousand-two-hundred-eighty-six! Almost 53,000 of these accidents - over 60% - were the result of a collision between the motorcycle and some other vehicle. A number that is completely unconscionable to BMW MOA Foundation Vice President, Vance Harrelson.

Harrelson is the driving force behind the Foundation's new safety initiative to raise awareness about motorcycle/vehicle collisions and the need to share the road. With a modest donation of \$2,542, Harrelson asked the BMW MOA Foundation to do its part to keep BMW motorcyclists safe on America's highways. "Motorcycle awareness seems obvious, yet motorcycle fatalities continue to rise," says Harrelson. "Training and rider education are good places to start, but without the help of everyone, we can't eliminate the problem."

Harrelson's background in the transportation industry prior to riding a motorcycle taught him that everyone has to ride and drive safe. Harrelson says "Motorcycle accidents aren't just a problem for the rider. Accidents can have a devastating impact on everyone involved, especially if it results in a fatality."

This is important work and I certainly hope it is successful. **Ride safe, keep the rubber side down.**

Tom Moe

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TRIXI'S MEETING – OVANDO

The October 2018 monthly meeting at Trixi's in Ovando drew 28 participants. It was a Montana Fall day made for riding, with members and guests from Hamilton, Victor, Lolo, Missoula, Huson, Bigfork, Helena, Townsend and Belgrade. Assembled below are photos of the people, bikes and the gathering.

Dick French, Roving Reporter



Trixi's parking lot eventually filled up with 23 two-wheelers and two three-wheelers (Dave McCormack, Victor on his Can Am Spyder and Ken Conrad's Ural). Ed and Kathy Field (Helena) arriving in their Honda sedan.



The "Official Greeter"

VINTAGE CORNER—John Beyrau's (Helena) BMW R100RS and Ken Conrad's (Helena) Ural 'Gear up' with Brenda Pinero as the side-car passenger.



A special shout-out for Trixi's staff—we straggled in and ordered when we could take a break from talking. There was very little wait for a our food to be served...mostly some burger format.

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We were fortunate to have several guests, two of whom were Dan Mainwaring on his Buell and Chuck Flynn (Helena) with his Harley Davidson Road King.



The view of the Bob Marshall—Clearwater wilderness area from Trixi's parking lot seemed to prolong the conversation and delay the departures.



Guest, Kim Smolt (Huson) on her Triumph 800 waiting for her riding companion, Brian Campbell to suit up for the ride home.



THEN & NOW—A photo from Historian Kim Lemke's files of the club meeting at Trixi's in October, 2008. None of the riders could be identified.

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First Saturday Breakfast at River City Grill

Bonner, Montana for October, 2018

By Dick French



The October First Saturday Breakfast in Missoula found Chuck Reaves, John DiBari, Chris Keyes, John Scibek, Rick Kuschel, Dave McCormack, Sandy Knutsen, Norm and Heather Jarvis and their guest, Eileen Rose at the River City Grill in Bonner. In spite of the brisk weather and threatening rain, a few arrived on motorcycle.



Rick Kuschel rode his newly acquired and slightly used Suzuki DRZ-400 with the avowed goal of riding the Macgruder Road Corridor in the 2019 riding season.



John Scibek and his BMW R1200GSA. He gave Chuck Reaves and your Roving Reporter a demonstration of his BMW Motorrad GPS device. Very capable FARKLE.



Heather and Norm Jarvis with their 2014 Triumph Tiger 800

MILEAGE CONTEST CORNER

Guys and Gals,

The 2018 mileage contest officially closes on the 31st of this month...Hopefully you took advantage of the spectacular weather the last week and a half to get some late mileage on the bike. (If the turnout at Trixi's was any indication, there were some miles logged last weekend!) Anyway, I'm asking that you submit your final mileage results by Nov 15th so I can compile the list and determine the winner(s) to be announced at our annual Christmas party December 8th at Big Sky BMW. I just need your info in some form of written format, email, a copy of your BMWMOA mileage contest form, whatever. I need you to include the bike(s) (make and model) that you accumulated the mileage on and the final mileage on each. Questions, give me a shout. My email address is beemermt@msn.com and my mailing address is: 102 Ironwood Place, Missoula, MT 59803. If you have questions you can call me at 406-728-8914 H or 406-274-3887 C. I've warned my postman to wear his hernia belt and I've placed a wash tub by the mailbox for your responses!!! See you at the Christmas Party....

Larry Banister

Mileage Contest Coordinator

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We're on the Web:

www.mtbmwriders.org

Editor's note:

We've tried to encourage motorcycle related businesses to advertise in our newsletter, especially those that aim at BMW equipment. What we offer is not only publication each month in our newsletter, but visibility on our website which is connected to BMW MOA and AMA sites because of our charter memberships. Our advertisers are therefore not pigeonholed in just the newsletter but show up on our **Montana BMW Riders** club web page.

We're excited to add Terry Logan's ad below, as he is BMW specific in his product offerings, but is also a long time member from Somers, Montana.

(See our 2019 Ad rates in another note, later in the newsletter).



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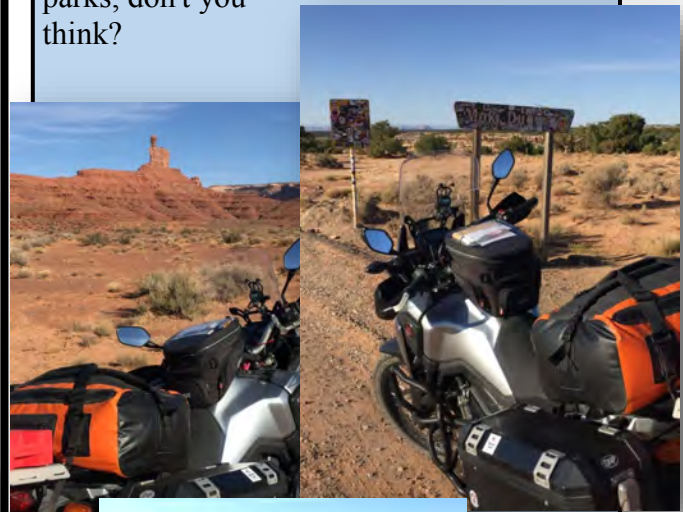
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Notes from the field:

(This note came in from member John DiBari)
"Here are some photos taken in southern Utah from my 2750 mile trip to New Mexico and back. I hit 5 national parks -- Arches, Canyonlands, Great Sand Dunes, Grand Teton, and Yellowstone. We should ask Gary if that counts towards the Parks2Parks contest. It has to equal at least 5 state parks, don't you think?"



John

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Editor's note: The article below was submitted by new member Antje Engelhard from Missoula. It is clear this memoir from her trip in the Alps was translated from German and although I was tempted to translate further than C vs F or Km vs Mph, I felt it would be more fun for readers to do their own translating and enjoy the wonders of European travel from her perspective. Enjoy.

THE ALPES – A SIX DAY TOUR

By Antje Engelhard

What a treat to be chauffeured thru the Alpes on the back of a big strong motorcycle loaded with two suitcases, mine was on the drivers right, because Stefan, my brother says, "women are always right", and a small rolled up bag on the back. The sound of many horses under my rear, meaning horse strength (horse power), PS, indicating the torque. The horse is the Yamaha FJR 1300 AS and the Chauffeur - Stefan, owning many decades of riding, four plus, in fact. I am his little sister by three years and his biggest fan of riding style.

I usually reside in Missoula, ride in Montana on my 650 Vstrom Suzuki and joined the Montana BMW Riders this spring to partake in the very fun and motivating Park 2 Park event. I know the club takes almost all kinds of motorcycles, but I believe they accepted my application 'cuz of my 100% German factor. At least that I am! My husband and I are doing a year in my "Heimat" to catch up with Land und Leute = country and its people, or better country and my family. One way of supporting this mission, to catch up with big bro, was the unique opportunity to cruise through the Alpes and take "some" curves.

Oh boy and did we take curves, I don't even want to take a guess of how many! My riding style in wide open MT has become so..... wide! The tire's edges are never driven off. Different story here in the Alpes, lots of chance to wear down the rubber evenly.

We started on a rainy Monday, October first, and cruised from the south west of Germany, Freiburg, to Villard de Lans in the limestone alps called Vercors, south of Grenoble. A lousy sleety 4 degrees C (39.2 F) read the thermometer. The week promised to be gorgeous in the weather app so, wisely we left the rain gear at home to save weight. We watched other riders pulling on their second layer at a rest stop, as my brother labels them "soft eggs". I wished at that point to be a soft egg myself enclosed in a rubber shell! That day was exclusively Autobahn-520km (323 miles). Getting used to sitting still.

Day two: the weather app fulfilled its promise, the sun pulls up and over the rough mountains of Vercors. Yay, I see lovely mountains. Yesterday's clouds left a fresh layer of snow. We leave with 7 degrees C (44F) and warm up nicely under the French soleil as the day goes on and which does not leave us anymore until the journeys end. Thank god we left the rain gear at home! We get to the goods right away as we enter narrow, seemingly one lane roads through gorges next to rivers in dark ravines with the walls almost touching the mirror or should I say, we almost scrape the mirrors along the rocks and/or support walls constructed of natural rock. We have been looking forward to a 9 km very narrow road hugging a 600 m straight drop into

the valley below, called Combe Laval. However this stretch is now under construction in the off season and a closed gate warns any wrong doers: risque de mort. Disappointed we turn around and take the pass road instead from which summit we spot a herd of elk grazing.



Combe Laval -The Forbidden Road



Chateau du Terrail

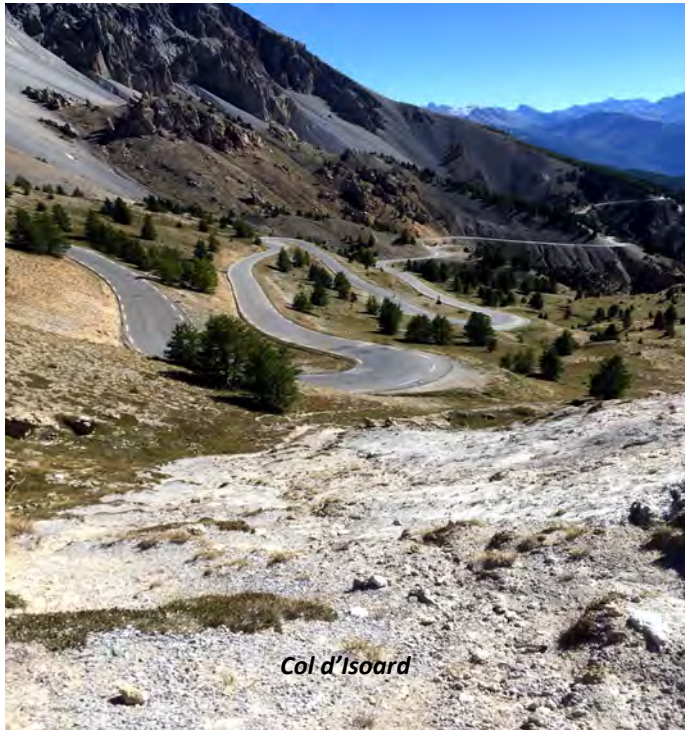
Since July '18 the French government dropped the speed limit on secondary roads to 80kmh, ¾ of the population disagree with the type of measures trying to save lives. How about checking the level of vin (wine) instead? 50 mph is just really annoyingly slow. Toward evening we spy a sign "chambre d'hote avec caractere" (guest rooms with character) and it turns out to be an old castle with beautifully remodeled roomy apartments - Chateau du Terrail.

Day three: our French is broken, however we understand that the owner is asking during the fine French breakfast if we heard the elk roar at night? The French call it singing. I slept so deeply

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in my little cabuse within the thick walls of the tower, I sadly had to deny. Stefan admitted, and I am not sure why, that he heard a cow. Now that really amused our host. We indulged on croissants baguette fromage and his home grown lavender honey.

10am is our typical start time, we cruise over empty roads along the second largest western European reservoir called Lac de Spierre-Poncon in the Hauptes Alpes. I am preferring the athletic riding through turns over the monotonous straights, that way my sitting bones are being released with every change of direction. I fear no turn and fully trust the bonding of the tires on the road and the extraordinary talent of my brother's riding. This afternoon we start entering the world of the passes /cols. Col de Vars, col d'Isoard, 2360 m, col Galibier, where the Tour de



Col d'Isoard

France climbs every other year. The last section of Galibier is closed due to snow and ice on the north facing side, so we take the tunnel option, a one lane traffic regulated by a light. We descend through fascinating combinations of curves, as we are being passed by an Italian solo rider on a Ducati Multistrada 2013. This event doesn't strike me much, yet I notice "this is a first"! Sunshine pure, no wind, it's unbelievably stunning in the heart of the Alpes along the Italian border.

Lucky us, we spot another character rich bed and breakfast, where the ground stone was layed in 1524 in the little village of Villarodin in the region of Haute Savoies. A young couple bought this unique place and serves breakfast in the vaulted structure in the basement, another petit dejeuner a la French with terrifically well tasting food.

Day four: starting out chilly along the river Arc in the shady valley and as soon as we climb the first pass road we warm up as much as the ambitious cyclists have already. There are quite a

few of them making their way up and down the passes. Another sunny day in heavenly above timber line habitat. Arriving at col d'Iseran at 2770m elevation, the spot in front of the pass sign is very popular. A few exchanges between col adorners and - collectors unfold as I am counting the ski lifts in the raw landscape.



Col d'Iseran

This pass road northfacing turns into ski slopes in the ski resort of Val d'Iserre. We reach the summit of the little St. Bernard, located on the border line of France/Italy. Making our way through a ridiculously over signed Italian Aosta valley with too much traffic and construction. Shaking off the slow traffic we tear it up onto the pass of the grand St. Bernhard, the border between Italy/ Switzerland. We drop down into the town of Liddes in the Wallis, the French Switzerland and take rest in a simple hotel where the proprietair provides game meat- elk and chamois- cooked into delicious fall entrees.

Day five: it's Friday and tonight we will meet an old friend of ours, an annual ,weekend tour des Alpes' cruising buddy of Stefan's. It's their tradition since nearly 30 years. Conny, another friend of all, was expected to join as well, though she had an encounter with a deer just two nights ago. She damaged her BMW F800 GS, here is a BMW! Despite that, all her goretex clothing is cut open and damaged, some bruises on arm and hand, bruised ribs she survived with an guardian angel on her side going 90 kmh.

Continuing through the long Rhône valley, witnessing an unusual bumper crop of apples this year, we head north east, climb Grimselpass, watch marmots in an enclosure and find our lovely mountain home for the night in the valley. They pride themselves for cooking the best „Rösti“ (grated and fried potatoes). For once we move our stiff legs and gain some altitude with our own body engine hiking up 600m. Klaus arrives with his pile of old iron, a KTM adventure 950 built in 2004. He likes to fiddle with it; stories circulate frequently with the theme „Klaus broke down again“.

Day six: Susten summit road is a pleasant warmer upper for the day, then deciding to climb St. Gotthard pass, but it's Saturday,

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very crowded and raindrops settle on our visiers (visors). Instead of dropping into bad weathered Italy, we turn back and head east, passing through Liechtenstein, where we purchase a toll sticker for Austria with Swizz Fränkli. The Silvretta high alpine road is the chosen destination. Next to the summit réservoir I become witness of Klaus' reputation: this time it's the demise of the seal of the clutch, the fluids have left and as long as he doesn't need to start, the world is ok, but please no Stau, traffic jam. We spend our last night in a fine place on their last day of the hotel season. Klaus researches the dilemma and buys some sunflower salad oil at a gas station – it works! No motorcycle shop was available plus it was Sunday. Even if, they are closed.

Day 7: the beautiful tour comes to an end with lots of Sunday traffic in this golden rainfree October and a total trip km accumulation of 2070. It was a fantastic selection of some „appetizer“ area mainly in France and some top dollar passes in Italy and Switzerland.

Oh, remember the italian and only guy passing us? It was a confession Stefan had to make to Klaus: we were passed! Ohhh lala.

I tried to put a digital map together similar to the guys in Europe in the last edition of the newsletter. I am not successful however. I am just not that talented!

Also, I spoke about 80 kmh in France for the new speed limit. My brother read the write up and says, "Let them know that as of now, they are not checking speed on the pass roads. It's still "open ignition/fire" there." He also added, that if they start to check speed there, he 'ain't' going to France no more. He does like speed! And he got one ticket sent to his house from our trip today. 45euros. Going 83kmh!! They are strict.

Cheers,

Antje

ADVERTISING RATES FOR 2019

BUSINESS CARD	\$25 ANNUALLY
1/4 PAGE	\$50
1/2 PAGE	\$75
FULL PAGE	\$100

RATES WILL BE EFFECTIVE WITH THE RENEWAL DATE ASSOCIATED WITH THE ADVERTISER. THE RATES RUN ON AN ANNUAL BASIS FROM DATE OF ENTRY THROUGH 12 MONTHS.

EDITOR'S CORNER

Every once in a while, you have one of those days when everything seems to go to...well, you know. I've had so little time this year to do my usual week long rides that I normally opt for a quick ride up to Lochsa Lodge for a meal. It's only 130 miles round trip and maximum 4 hours if you don't linger at the table. So this past Sunday, looking at the weather report, everything looked fine if I went early...like 7:30 a.m. Met fellow member Ken Senn in Lolo at 8:15 for the ride up. During the 'get ready' period, I looked westward to see a partial rainbow looming. I mentioned that to Ken and wondered whether we might be heading into rain even though the forecast had said 'possible rain later in the day'. His answer was a classic for all you riders: **"If you wait for the perfect day, you won't be riding much"**. He's also the guy that took umbrage at my comment a few issues ago about my basic riding rule..."If it's raining when you are going to start, don't start". He said basically that that rule was **an excuse not to ride**. So there you have it folks...a couple of meaty thoughts for you to think about as we wind our way toward the snow season. Oh, by the way, it sprinkled on the way to the Lodge and poured on the way back. I discovered again that it's prudent when you're dry and see it raining, to put on your rain gear then...not later. Also discovered that "Water Resistant" gear has about a 10 minute resistance factor after which you're going to be soaked.

On another front, I'm excited to see Terry Logan stepping in as a member to advertise in our monthly newsletter. Every advertiser gets not only a space in 12 issues but also a spot on the website with links to our wider audience in BMWMOA and the AMA. It's money well spent and hopefully you folks with BMW R1200 bikes will give him a shout about his products and other tools that he could fabricate for you. He just lives up the street in Somers.

At the end of the newsletter are two articles about getting ready for and maintaining your bike for the winter. We're publishing both as aids to your thinking...especially you new folks from warmer climates and/or new to motorcycling. Hopefully they are basic enough for you to have a great first ride in the spring.

Also, note the number of breakfasts offered around the state by the club... if you can't make one, you can make another even if it means riding/driving some distance.

Stay Warm.

Dave

BE SURE TO VOTE NOVEMBER 6TH.

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MONTANA BMW RIDERS NEWSLETTER MASTHEAD

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.

PRESIDENT: CHUCK REAVES

241 University, Missoula, MT 59801

Email: reavesmt@msn.com

VICE PRESIDENT: ED FIELD

Email: edfield924@gmail.com

SECRETARY/TREASURER: CHRIS KEYES

Email: crkeyes@icloud.com

WEB MASTER: MIKE WRIGHT

Email: mikewinmt@gmail.com

MILEAGE CONTEST COORDINATOR: LARRY BANISTER

Email: beemermt@msn.com

FACEBOOK MASTER: TERRY KAY

Email: tmky66@yahoo.com

CLUB HISTORIAN & PAST PRESIDENT: KIM LEMKE

Email: vroom65@juno.com

NEWSLETTER EDITOR: DAVE MCCORMACK

Email: dhmcc@aol.com

ROVING REPORTER: DICK FRENCH

Email: r_g_french@msn.com

PARK2PARK CONTEST CHIEFS GARY & CAROL GRAHAM

Email: gandcgraham@gmail.com

BMWMOA—REGIONAL COORDINATOR: TOM MOE

Email: Tom.moe@sbcglobal.net

CLASSIFIED ADS FOR THE WEBSITE: MIKE WRIGHT

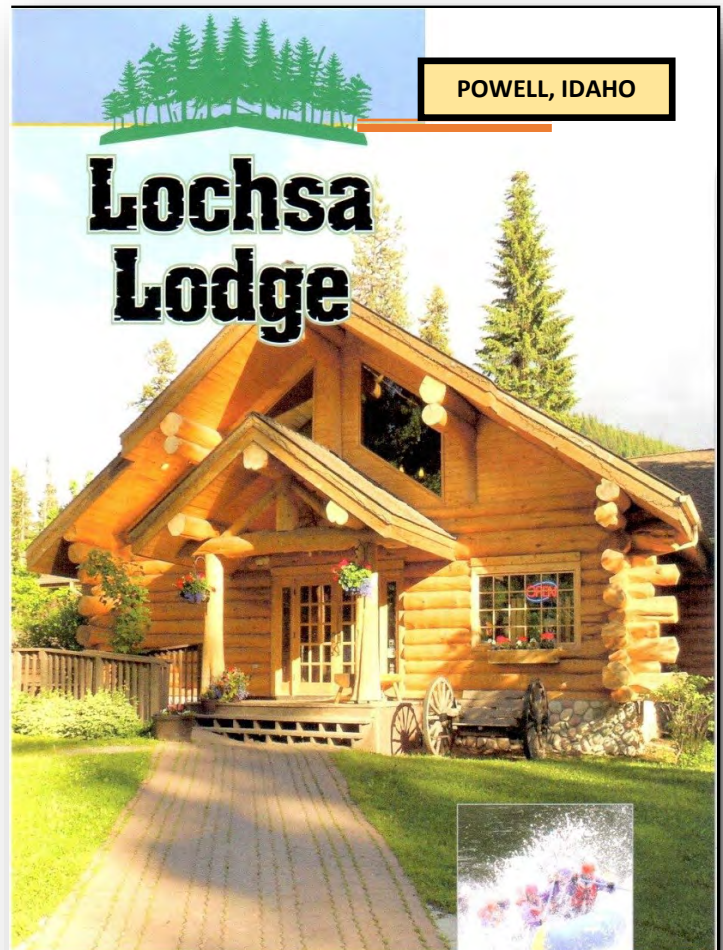
Email: mikewinmt@gmail.com

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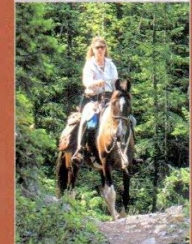
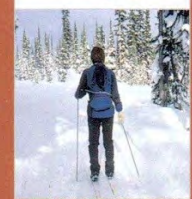
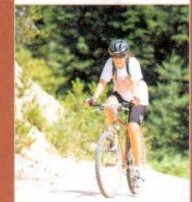
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MONTANA BMW RIDERS NEWSLETTER

RIDER PROFILES

The Montana BMW Riders Club members span a large section of the State of Montana. Although we share a common interest—a passion for motorcycling—I found that each of you have story about motorcycling, and each story is interesting. I would like to develop a series of articles, “Rider Profiles” of club members who are willing to share their experiences about motorcycling. I hope it gives the newer members a chance to get to know other members, and perhaps facilitate the conversations at our group events. Tom Wrobel, Cascade, Montana was kind enough to share his story with you.

Dick French, Roving Reporter

Tom Wrobel, Cascade, Montana is long standing member of the Montana BMW Riders Club. His passion for motorcycles began in his teens when he left Cascade to work as a mechanic for Rob Slack, a major Montana motorcycle dealer in the early 50’s. Tom’s first motorcycle was a 1948 Triumph 500 cc Speed Twin. He also participated in hill climb events with his boss, Rob Slack. Notice Tom’s name in the nearby 29 April 1957 Great Falls Tribune article on the Montana State Hill Climb Championship competition.



His motorcycle endeavors were partially interrupted when his father fudged his age to allow him to join the Navy at age 15. Understandably, he was assigned to aviation mechanics, which lead to a life long affiliation with aviation, eventually leading to flying US Navy Constellations as a Flight Engineer on the Pacific Barrier, from Midway Island to Adak, Alaska. After a tour of shore duty, he deployed to Southeast Asia in 1963 with a detachment of A-1 Sky Raider's as an Electronics Counter Measures (ECM) Operator in Viet Nam.



A young Tom Wrobel on a BSA Silver Clipper. The competition number tells the story.

His early years of his military career did not totally stop his motorcycle adventures. Every time he could swing a home leave, he would find himself back at Rob Slack’s shop as a mechanic and riding. His life time list of motorcycles in relative ascending order, includes:

Triumph 650 TR6

Triumph T110

Triumph T110 setup for TT racing (This was during a Navy assignment at Point Mugu Naval Station, California)

Kawasaki 250 two-cycle

Bultaco 250 Alpine

JAP Short Track Racer

Honda CB 500

Suzuki Shaft Drive

BMW R65 RT; BMW R100 RT; BMW R650 GS; BMW R1100 GS

BMW K1200 LT

Honda TL125



MONTANA BMW RIDERS NEWSLETTER

(RIDER PROFILES—CONTINUED)

The list does not include a few bikes that were patched together of parts from assorted manufacturers. Tom's garage currently houses BMW's: R1200LT, 1100GS, 650GS, R100RT and Yamaha's 1200 Super Tenere and V-Star.



Tom and Randy Wrobel on the Arctic Circle

Tom was discharged from the Navy in 1976, and returned to Cascade to continue both his aviation interest and his passion for riding. He Leased and operated the service department for Champion Yamaha, Suzuki, BMW and Harley-Davidson in Great Falls from 1977 to 1983. It was in this endeavor he was highlighted in a January, 1984 Road Rider article for being the "Best Wrench of the whole trip..." by a couple of wandering motorcycle journalists. In the ensuing years he has completed trips to Purdue Bay, Alaska with his son, competed in the Three Flags Rally, and is in the planning stages for the Four Corners of the US ride. None of the BMW's in his stable have less than 55,000 miles on them and the K1200LT shows 156,000 miles, as evidence of his time in the saddle.

On the 1st of September this year, after 61 years as a certified Federal Aviation Administration Maintenance Technician (Airframe and Power Plant), he retired as the PAE Site Manager for Montana and the Director of Maintenance for U.S. Customs and Border Protection, Montana Air Branch.



Tom celebrated his 80th birthday in April, 2018. He is easy to spot at events on one of his bright yellow BMWs, such as the F650GS he rode to a monthly meeting at the Sacajawea Inn, Three

Forks, Montana. Tom look for-



US Navy A-1 Sky Raider similar to the one Tom flew in as ECM officer during his Viet Nam assignment.

passions.

Motorcycle Hillclimb Won by Slack

Rob Slack, Great Falls, rode his plunging motorcycle to the Montana State Hillclimbing championship at Cascade Sunday afternoon, topping a field of some of the Northwest's best riders.

Harvey Molesku, Regina, Sask., placed second with Tom Wrobel, Great Falls taking third. Al Thorwaldson, Billings, rode to fourth money while Rex Turple, Olds, Alta., placed fifth.

In the preliminary climbs, Wrobel placed first in the lightweight event paced by Ted Latham of Great Falls and Molesku.

Slack cleared the hill for top money in the "45's" event. Wrobel rode second paced by Thorwaldson and Bill Rodin, Billings.

In the "80" event Slack again placed on top. Molesku was second. Turple placed third ahead of Irvin Brandjord of Great Falls.

It was the first hillclimb in the local area this season. Sponsors of the event were members of the Great Falls Motorcycle Club. It drew riders from Montana, Alberta, Saskatchewan and Washington.

Fair weather brought more than 2,500 spectators. The events were run with no injuries.

Tom's competitive nature developed early in life, as is evident from this account of Montana State Hillclimbing Championship in Cascade, Montana.

is ing ward to more years of following his two



US Navy Constellation aircraft similar to those in which Tom served as Flight Engineer.

MONTANA BMW RIDERS NEWSLETTER

2018 RIDE SCHEDULE

Month	Date	City	Place	Sat/Sun	Time
✓ Jan	21	Seeley Lake	Double Arrow Lodge	Sat	1 PM
✓ Feb	18	Avon	Avon Cafe	Sun	1 PM
✓ Mar	18	Missoula	The Press Box	Sun	1 PM
✓ Apr	15	Lincoln	Lambkins	Sun	1 PM
✓ May	18-20	Helena	Huddy's Tech Days	F,S,S	1 PM
✓ May	20	Philipsburg	Sunshine Station	Sun	1 PM
✓ Jun	16	Big Fork	Echo Lake Cafe	Sat	1 PM
✓ Jul	21	Choteau	Log Cabin	Sat	1 PM
✓ Aug	26	Wisdom	The Crossings	Sun	1 PM
✓ Sep	15	Three Forks	Sacajawea Inn	Sat	1 PM
✓ Oct	21	Ovando	Trixi's	Sun	1 PM
Nov	18	Drummond	Wagon Wheel	Sun	1 PM
Dec	8	Missoula	Big Sky Motorsports	Sat	5:30 PM

The 2019 Riding Season is around the corner and soon there will be a new Meeting Schedule occupying this space. If you have a particular meeting town/café/restaurant you'd like to see added, send Chuck Reaves an e-Mail and let him know that's your vote as the list gets put together. Most meetings take place in café's/restaurants that have a private room for up to 25 folks and who are willing to accommodate bigger crowds if the turnout is larger than predicted.

MONTANA BMW RIDERS NEWSLETTER

Park 2 Park

Howdy,

Park2Park is officially over! 'Well done' to all the riders. We made 435 separate visits to 55 State Parks since April with 16 of our group hitting more than 10 parks each. The awards will be presented at the Christmas party as usual.

Gary or Carol Graham

Historian's Corner

By Kim Lemke



Seems Kim thinks this is an old picture, maybe because the two guys are old(er). That is Ken Conrad on the left checking out Dave McCormack's Spyder (on the right) at a Trixi's gathering a couple of years ago. Ken passed on the Spyder and bought a Ural instead.

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MONTANA BMW RIDERS NEWSLETTER

HOW TO WINTERIZE YOUR BIKE(S)

Y up, it's getting to be that time of year when it's too cold out to ride, and if your idea of putting your bike to bed for the winter entails draping an old sheet over it and calling it good, you're liable to have some issues when spring rolls around. So, before you park your bike for the season, there are a few steps you'll want to take to ensure your ride is ready to rip when the weather warms up.

At minimum, you've got to attend to the fuel system and the [battery](#). Whenever you're parking your bike for an extended period of time you run the risk of having your battery go dead and the gas gumming up.

Luckily, a tank full of foul-smelling swill is pretty easy to avoid. If your bike has carburetors and a petcock, you can drain the fuel system. However, most modern bikes are fuel injected, and there's really no easy way to empty the tank. Instead, I like to fill the tank to the brim and mix in a fuel stabilizer like Bel-Ray's All-In-One fuel treatment. A quality fuel stabilizer will keep the gas from going bad and it also helps neutralize the ethanol that's in today's gasoline, so it doesn't wreak havoc on your fuel system. Storing the bike with a full tank does two things: First, it doesn't leave any room for air inside the tank, so rust is less likely to form. Second, you roll into the next riding season with plenty of gas for that first ride. So go ahead and top the tank off, add some stabilizer, and run the bike for a few minutes so that treated gas makes its way throughout the fuel system.

The next big concern is the battery. Traditional lead-acid batteries self-discharge over time, and, left alone, your battery will probably be too weak to start your bike after a few months. So it's really, really important to hook the battery up to a smart charger so it stays topped up and ready to crank. There are lots of chargers and maintainers out there, but you want to make sure you get a smart charger that only feeds current to the battery when needed. You can take the battery out of the bike and hook it up, or just install a \$5 quick-connect harness. If you've got a [lithium-ion battery](#) in your bike, you can get away with just disconnecting the negative terminal. Lithium-ion batteries have an extremely low self-discharge rate and can sit for a year or more without losing much juice.

Okay, so if you're in a hurry or just lazy, then those are the minimum requirements for winterizing your bike. But if you want to do everything you can to preserve your motorcycle's finish and moving parts, here are a few more things you should do.

Before you mothball the bike, give it a proper bath to wash off the grime and dead bugs and other stuff that can corrode the paint and metal. Then wax the painted parts, apply a silicone protectant to plastic panels, and wipe down chromed, polished, or anodized metal components with a rag that's been moistened with an aerosol lubricant. The wax and silicone will keep those painted and plastic parts clean and protected, and the light oil in the lubricant will help prevent metal from rusting.

Speaking of rust, make sure you thoroughly clean and then [lube your chain](#).

Next, let's turn to the engine. Extremists insist you need fresh oil in the fall before storage and fresh oil come spring. That's overkill, and a waste. Of course you don't want dirty oil sitting in the

engine stagnating all winter, so if you're more than halfway to your next scheduled [oil change](#), go ahead and do it now. That way the engine internals are bathed in fresh engine oil and you'll be ready to ride in the spring. If the oil is pretty fresh, just make sure it's topped up.

Another thing you may want to do for your motor is close the doors. I'm talking about blocking the muffler and [airbox](#) inlet with heavy plastic and a rubber band or zip-ties. This takes care of two things: First, it'll discourage rodents from nesting in your [airbox](#) and muffler, and it'll seal out moisture that could potentially corrode your valves or cylinder walls. I've got it easy with this CB300F because its airbox opening is right under the seat, but most bike's airboxes are a pain to get to. And while we're talking about pain-in-the-ass procedures, if you really want to protect your cylinder and rings, you can pop the spark plugs out and squirt some fogging oil in the cylinder. In my opinion though, that's not necessary, especially if you're already plugging the pipe and airbox.

Okay, next up are your bike's tires. Sitting still isn't great for the rubber, so to help prevent flat spots you'll want to make sure the tires are properly inflated and prop the bike up on track stands so the tires aren't loaded. If your bike has a centerstand, you're golden. If not, it's worth investing in a set of stands since they're really handy not just for winter storage but also for performing regular maintenance like changing the oil and lubing the chain. The next-best option if you don't have stands is to roll your tires onto pieces of plywood or cardboard to insulate them from concrete. The concern is that the cold concrete will leach moisture and oils out of the tire and promote dry rot. Putting down a couple of pieces of wood or cardboard is pretty cheap insurance.

Finally, give your bike a comfy blanket to sleep under for its winter nap. Something as simple as an old sheet will keep dust off your bike, but cotton tends to attract moisture and might mildew, so you're better off with a synthetic bike cover or even a tarp.

Everything I've recommended so far assumes you're storing your bike inside a garage or basement or somewhere else out of the elements. If you're forced to park your bike outdoors, you'll want to do everything I've mentioned plus upgrade to a heavy-duty waterproof bike cover with grommets at the bottom, so you can strap it in place. You'll also want to remove the battery from the bike and plug it into a trickle charger indoors. So to recap: Before you park your bike for the winter you've got to mix fuel stabilizer into your gas and you have to keep the battery topped up with a [Battery Tender](#) or a similar device. Beyond that, a wash and wax, plugging the airbox and muffler, and propping the bike up on stands will all help keep your bike happy. And that'll make you happy once the weather warms up this spring.

(Ed. Note: Article is courtesy of:

<https://www.motorcyclistonline.com/how-to-winterize-your-motorcycle-mc-garage-video>)

MONTANA BMW RIDERS NEWSLETTER

WINTER READY

By Andy Main

Our Favorite Mechanic @ **Big Sky Motorsports**

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.