

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS :

BMWMOA #155

AMA #6830

NEXT MEETING

FAIRMONT

FAIRMONT HOT SPRINGS

SATURDAY, FEBRUARY, 16

1:00 PM

-HOME OF THE NEXT BEST RIDE-

PRESIDENT'S CORNER



Life's road, being the rollercoaster it is, has me revisiting my past, while visiting family in North Carolina. Many of those early memories surface while visiting family and old friends from "back in the day". While I'm sure you're not interested nor have the time for a review of my growing up years, I do want to pass on memories from an adventure trip, traveling with close friends when we were 13 and 15 years old, organized by my 7th grade school teacher, Mr. Howell. That adventure trip changed my life, though I didn't know it at the time. Mr. Howell taught the curriculum from the right side of the brain...liberal arts. That's English, History, Writing, Reading, Literature, and Geography. Mr. Howell was a great teacher. His mantra was, 'kids need to learn outside the vacuum of the classroom and books'. They should engage and explore the world they live in.

So in the summer of 1964 we (Mr. Howell, 3 school friends & myself) took off for a road trip, a BIG road trip. Leaving the 'familiar safety' of home we took off early on a morning in July in a brand new red Plymouth Fury II (with aftermarket air conditioning added) headed literally for parts unknown. Mr. Howell's itinerary included visiting National Parks, National Monuments, battlefields & people/places that opened our eyes to the world around us. It was a football shape. The trip resembled a football shape, a curving vector from N.C. traveling through Kentucky, Illinois, then the Dakotas to Custer Battlefield, Yellowstone Park and Rocky Mountain Nat'l Park. The end of the run came somewhere in the Southwest. (That part of the trip, among others, is what I was trying to get figured out on this N.C. visit). We camped, stayed in hotels, slept in the car, 'fought off' bears in the early morning hours at our campsite in Yellowstone, fought each other

(as only 13 & 15 year old's can). Sometimes we fought over being 'shotgun' or because someone was passing gas in too confined a space too often (me), fought off boredom riding through rows and rows of corn in the plains. The fighting was short lived & mostly comic relief. Wherever the apogee was, the return trip was through the Grand Canyon, Bryce & Zion National Parks, then Dallas to see the grassy knoll & book repository where President Kennedy had been assassinated the previous November. Relief from that somber visit was also in Dallas at the theme park, *Six Flags Over Texas*. We took lots of unrecognizable pictures, many with thumbs partially or wholly covering the lens and learned to live in tight cramped space. The rest of the trip home was through the deep south with the windows up and the air conditioner at full blast. Not good for gas passing. There were quick stops in New Orleans and Atlanta. We made it home, in one piece. After 4 weeks of adventure travel I can tell you, from point A to B and back to A, I was never to see A the same again. The goal of recreating all these memories is to perhaps redo it in retirement, maybe on two wheels this time. The GS most likely will be almost as comfortable as that '64 Plymouth Fury. January-February is the time to plan for those future trips. I hope you have trip like this in your future, whether it be the good old US of A or others. You learn about other places, other people and cultures, learn about yourself, your comfort zones and how great almost all folks are that you meet along the way. Motorcycles are just the vehicle to get you thinking and dreaming of an adventure trip just like this. Here's to Mr. Howell who made it happen for me. Salute!

We are moving through the cold non-riding time of the year. The club is trying to make up for the snow and cold with some fun things to make it easier. Thanks to Larry Banister being co-host (and picking up the donuts) along with Big Sky BMW January 26th for the tech session put on by Big Sky BMW. *(continue on page 2)*

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PRESIDENT'S CORNER (*continued*)

Thanks to Dick French for running the show at our January meeting in Lakeside. Looks like there were 9 members showing up all from the Flathead area. With those folks I'm surprised the Tamarack let us in! Those attending were Joseph and Monika Puglielli, Whitefish, Liz & Doug Byrne, Stephanie and Mark Johnson & Todd Van Alstyne, Kalispell, Mary & Dave Dixon, Lakeside, and Dick French and Sandy Knutsen from Missoula.

For February we will travel to Fairmont Hot Springs **Saturday** February 16th. Same time, 1:00 PM. Bring your swim suits for after lunch. Our 1st Saturday Breakfast for the Missoula-5 Valleys area will be at River City Grill at 9:00 AM on February 2nd.

Longtime member, Jim Kraush, will give a travelogue on what it takes for traveling abroad with Q&A after. Jim has had several memorable trips in locales across the globe. Coffee & donuts will be served. That'll be upstairs at Big Sky BMW on Saturday February 9th. Time 10:00 am.

The Inland Northwest Motorcycle Show will be in Spokane the weekend of March 15-17. If you're interested in going let me know, and I'll try and put a 'cage pool' together.

One other thing to get the year started right: please bring your dues to one of the meetings or get-togethers or mail in those \$15 checks to help make Chris Keyes job a little easier. He's been known to turn into The Hulk after March 1st!

Hope you are all surviving the winter without that motorcycle time. We are one day closer to spring!

HAPPY TRAILS

Chuck Reaves

BMWMOA CORNER



Regional Meeting, rides and tire replacement - Tom Moe, BMWMOA Regional Coordinator

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. I had previously hoped to combine this with the Northwest Inland Empire Motorcycle Show in Spokane, Washington on March 15—17, 2019 but have developed a conflict with that date. So now I have proposed to BMWMOA that we combine it with the Coeur d'Alene getaway May

10 - 12, 2019. This change may allow even more from our club to attend and we can go by motorcycle. The purpose of the meeting is to promote coordination with national, membership, activities, events and socializing amongst the members of BMWMOA. I would hope that leadership and others interested would be able to make the meeting. The getaway should be fun as well.

You will see we have modified a few of the "save the dates" for several summer Billings centric motorcycle rides (see page 3) due to conflicts and the likelihood of better weather. We very much are looking forward to these rides and a special thanks to Mike Hofferber for coming up with these rides. Meeting places, times and lunch locations will be announced in coming newsletters.

By the next newsletter we will offer several Bozeman area lunch destinations within a few hours ride for this coming summer. If any Bozeman area folks would like to offer ideas for destinations please contact me.

I am very much looking forward to the BMWMOA Getaways for next season. I certainly hope to make as many as possible. The Coeur d'Alene Resort May 10 to May 12, is a truly great event and what a beautiful area to visit. I have already booked this one.

PRIMARY AND PLATINUM ROADSIDE ASSISTANCE

I was following a rather interesting post on the BMWMOA Facebook from a fellow who had damaged a tire and used the policy. Several others also chimed in that they too had used the policy. Platinum Roadside Assistance & Tire Hazard Protection includes:

- ◆ provides 100 miles of free towing
- ◆ free flat service,
- ◆ free battery service and,
- ◆ free fluid service.

But that's not all. For the first time ever in the motorcycle industry, the Platinum Policy provides for two tire replacements per year for unexpected damage - including labor! All this for up to three motorcycles regardless of brand!!

All this for \$49.00 for membership, \$60.00 for Roadside Assistance and \$10.00 for tire coverage for a total cost of \$119.00. If you take it for two years it is only \$198.00 or \$99.00 per year. So, basically for \$10.00 you get tire coverage—what a deal.

The details are listed on the following page.

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BMWMOA CORNER (continued)

- You will be reimbursed for the reasonable costs you incur to replace a tire up to \$250.00 per tire (inclusive of mounting, balancing and taxes), (maximum of two tires per contract year). It is good for the tread life of a tire (for motorcycles, 2/32" or less is excluded). Replacement will be made with a tire of like kind and quality to the original tire.
- You must obtain authorization prior to replacement of any tire. You would be advised to carry the required documentation with you when traveling. (*I ensure these documents are with me on all rides.*)

All in all this membership perk is a no brainer and I have taken it since it was first made available but fortunately have yet to use it.

Facebook fans can find that BMW MOA , R1200RT Owners , BMW R1200GS and BMWWRA groups are certainly interesting and will keep one informed and amused.

It is only 53 days and five hours until spring, as I write this on January 26, 2019. Keep up the faith.

Ride safe, keep the rubber side down.

Tom Moe

Below is a set of Rides for MTBMW Riders in the Billings area:

BILLINGS CENTRIC RIDES 2019

Save the dates for these Billings Centric Rides The time and meeting places to be announced later. Your ride leaders will be Mike Hofferber and Tom Moe.

June 15

- Billings to Red Lodge
- Red Lodge to Roscoe (lunch at the Grizzly Bar)
- Roscoe to Columbus
- Columbus to Billings on the back roads
- This trip takes about 5 or 6 hours

July 13

- Billings to Dayton, Wyoming
- Dayton west up the Bighorn Mountains to Burgess Junction
- Burgess to Greybull—really nice twisty mountain pass
- Lunch in Greybull
- Greybull to Billings

This is a full day ride.

August 10

- Billings to Red Lodge
- Red Lodge south up to the Beartooth highway
- Beartooth highway to the intersection of Chief Joseph Highway
- Chief Joseph highway to Cody
- Lunch in Cody
- Cody to Billings

This is a full day, one of the best rides in the country.

September 21

Rescheduled to accommodate the Huddy Tech Day and in hopes of better weather and road conditions.

- Billings to Lavina (42 paved miles)
- Lavina to Lewistown (via East Redhill road - 67 miles of good gravel)
- Lewistown to Billings (through Roundup) 135 paved miles

A great lunch at Central Feed Grilling, the trip takes 3/4s of a day.

Northwestern District



Mark Johnson Montana BMW riders Kalispell breakfast meetup. Kalispell riders first breakfast meetup was January 12th at Montana club in Kalispell for a great meal and tales of the road a.k.a. story time. In attendance for the meetup was Dave Dixon who rides a BMW F800GS, Doug Byrne who owns a BMW R1100GS, Stephanie Johnson owner of a BMW F650 Funduro and, Mark Johnson the proud owner of a BMW F800GS. We have planned our next meeting for February 9th at the Montana Club located at 1301 Main Street, Kalispell, Montana. All are welcome to attend. We will be talking about future rides/meeting in the Flathead area including a possible ride up to Waterton Lakes, Canada later in the summer.

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AMBASADOR'S CORNER

Annie and Kevin Huddy



Greetings from the Outpost. One reason, probably the principle reason, that we join organizations like the Montana BMW Riders (MBR) are the opportunities to socialize with likeminded people. Swapping tales of daring deeds and barely believable motorcycle stories is particularly rewarding when combined with riding a motorcycle. We are fortunate that being a member of the MBR provides us with many wonderful opportunities to ride and socialize in the heart of motorcycle heaven. Of course, we have our monthly club meetings that are held at various locations and this year there are plans for additional rides closer to our members in central Montana, but there are other events for rubbing elbows and riding with fellow BMW riders that we would like to highlight.

First, we are fortunate to have a BMW rally right here in Montana. The Beartooth Rendezvous is held each August near Red Lodge. It is put on by the other chartered BMW Club in Montana (yes there are two clubs), the Beartooth Beemers, and this will be the 21st rendition of the rally. We have attended twice and enjoyed ourselves immensely each time. The rally is held at the Lions Beartooth Mountain Youth Camp and is blessed with great facilities, fantastic scenery and close proximity to some of the best riding anywhere. You can camp on site with showers and toilet facilities available, rent all or part of a cabin or stay in the comfy confines of a motel room in Red Lodge, 12 miles away. The food at the rally is great and plentiful, there is live entertainment on Saturday evening, and you can be on the Beartooth Pass after a very short ride. Some of the other riding opportunities nearby are The Chief Joseph Scenic Byway, Yellowstone National Park through the Silver Gate entrance, Cody Wyoming with the Buffalo Bill Center of the West and other Wyoming backroads. The rally dates this year are 15 – 18 August; additional information can be found at <http://beartoothbeemers.org>. The best words we can find to describe the Beartooth Rendezvous are relaxing and friendly. Here's hoping we can get a sizeable contingent of MBR members to show the flag and support the Beartooth Beemers rally. (*Editors note: See Joseph and Monika Puglielli's insert on page 10 about their experiences at the rally in 2018*)



Andy Main (back to the camera), a Level III BMW Technician at Big Sky Motor Sports in Missoula, Montana conducted a Question and Answer technical session on Saturday January 26, 2019. The questions covered front and rear suspension adjustments, after market lighting, valve adjustments and a host of informal items after the Q&A was completed.



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Editor's Corner



The January issue listed me as the Editor, however Dave McCormack covered for me and published the first issue of 2019. My thanks to Dave for that task and for preparing an excellent document, as usual.

As your 'roving' reporter, a title bestowed upon me by Dave McCormack, I have enjoyed talking with many of you in developing the "Rider Profiles". It is appropriate that I do my rider profile for you to know a bit about my motorcycling background. I have been a 'gearhead' from my first memories.

Being raised on a small ranch at Tarkio, Montana gave me a natural setting to follow this intrinsic characteristic, often much to my father's displeasure. Even at the pre-school level, there were many pieces of equipment with knobs and screws to adjust and things to grease (now elevated to lubricate), most of which needed neither adjustment nor lubricating. Life magazine provided all the photos of World War II tanks, airplanes, trucks, jeeps, ships



This looks a lot like the Cushman for my 'first' motorcycle ride.

and a few motorcycles that any kid could want. I think I was hooked, when in grade school I pestered Pete Scot, a pre-Fonzie high school student with a Cushman motor scooter, for a ride the several hundred yards for the school grounds on the south side of Superior across the bridge (since replaced) over the Clark Fork river to the drug store kid's hang out. The passion was again stoked, probably when I was in the seventh or eighth grade, by a ride from the ranch to Superior on the back of a foot clutch side shifter Harley Davidson, ridden by a son of a family friend. I doubt my mother ever knew of either of these events.

Riding went on hold from that point—finishing high school, college, marriage and a ten-year stint in the Navy. I was in the construction arm of the US Navy, often referred to as the dry land navy. The Department of Defense assigned all military construction in Southeast Asia to the Navy. Thailand was a staging and launch area for support of the action in Viet Nam. As a result, I was assigned to some construction projects in Chiang Mai, Thailand, in 1966-1967. I was the lone navy guy 400 miles from the nearest body of water in, what was then a sleepy town surrounded by rice paddies. Not being closely supervised, I purchased my first motorcycle, a Honda S90 Sport, which I parked in the living room of our rented house. Security I told my wife. To her credit for indulging my motorcycle where even in rural Thailand travel on the roads was a matter of survival of the biggest, or luckiest.



The Honda S90 model. This one was shown at the Montgomery Distillery in 2017.

There was a long motorcycle hiatus after being assigned back to the states. A young family, low budget and a Viet Nam tour and then back to the states before leaving the Navy. A year of graduate school followed and then I joined an international engineering and construction firm. Although I had one long term (about ten years) assignment, young children, and a demanding job didn't seem to leave room for motorcycling. It wasn't until I had an assignment in Hong Kong in 1995 to 1998 that a colleague from the UK and I decided we would obtain licenses and buy motorcycles. A Honk Kong motorcycle safety and licensing course will have to be the subject of another article, but suffice to say, it is not a one weekend venture, especially when it is not conducted in English. My selection was a Honda CB400, a beautiful machine – 400 cc four-cylinder, twin cams and four valve heads. Although all roads in Hong Kong are paved, the rideable land mass would fit within Missoula county about four times. Traffic was certainly dense and drivers were

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Honda CB 400—Mine was black and definitely a street version.

considered aggressive. But I soon discovered that as roads got closer to the border with China, there was less traffic. To put things in context, Hong Kong was returned to China in 1997 during my assignment, and the border, which was called a boundary after the hand-over, remained closed. There were some interesting situations that perhaps I can include in a future article.

Since I was unmarried, the international engineering and construction firm I worked for decided I was an inexpensive guy to assign, on an 'as-needed' basis to projects wherever they may be, with heavy emphasis on the 'international' part. This time period included extensive travelling, numerous locations in temporary living quarters and an assignment in Iraq and Jordan. Motorcycling was out of the question for about 15 years.

It was not until I retired in 2006 I was finally in a place long enough to take up riding again. I purchased a 2006 Kawasaki KLX250 (Big Sky Motor Sports) and took my Motorcycle Safety Training from a tall guy, who rode a reworked 1977 BMW R75/7 that I thought looked like something I would like to ride some day. The instructor was none other than Kim Lemke. Through a fellow skier, I was introduced to Larry Banister and found myself at Gene Entzel's house being introduced to Chuck Reaves, known for his interest in off-road riding. That led to a lunch at Avon with a bunch of motorcycle people, talking to a Honda Goldwing rider (later identified as Don Deuel) and handing some money to very energetic and outgoing lady – Annie Huddy. I was in the Club.



The KLX 250 (still in my garage) was soon followed by a 2009 Kawasaki KLR 650, again Big Sky Motor Sports. After several thousand miles, that was replaced by a low suspension – low seat 2013 BMW F800GS—shown on the left. Since I still had some room in my garage, a 2017 grasshopper green Kawasaki Versys X300 (Big Sky Motor Sports) was added.

As the miles built up, Dave McCormack using skills honed from years as a Silicon Valley personnel manager and recruiter convinced me that being a roving reporter was my calling. It may have been my destiny. My mother was a high school English teacher in western Montana, my kid-sister was a high school English teacher, is a writer and has published one book and has another about to be released. My son, an engineering professor has authored and co-authored dozens of technical papers and articles and has written three technical books. Perhaps it is in my DNA, and I just had to find the right field.



In any event, I hope I can maintain Dave's standard for the newsletter for you, the reader and rider.

Dick French



A life long motorcyclist and Montana BMW Riders club member, Tom Wrobel passed away January 15, 2019. Tom was the subject of a Rider Profile in the November, 2018 Newsletter sharing his long and adventurous association with motorcycling. Tom was 80 years old.

May you have fare winds and following seas Tom Wrobel.

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2019 Ride Schedule (Revised 2/1/19)

Month	Date	City	Place	Sat/Sun	Time
✓Jan	19	Lakeside	Tamarack Brewery	Sat	1:00 PM
✓Feb	16	Fairmont	Fairmont Hot Springs	Sat	1:00 PM
Mar	16	Seeley Lake	Double Arrow Lodge	Sat	1:00 PM
Apr	28	Lincoln	Lambkins	Sun	1:00 PM
May	18-19	Helena	Huddy Outpost	Sat	1:00 PM
May	19	Philipsburg	Sunshine Station	Sun	1:00 PM
Jun	22	Big Fork	Echo Lake Cafe	Sat	1:00 PM
Jun	27	Gold Creek	Dinner Bell	Thu	6:00 PM
July	19-20	Monarch Area	TBD	Fri/Sat/ Sun	TBD
July	21	Monarch	TBD	Sun	1:00 PM
Aug	17	Big Hole	Off Road Ride	Sat	TBD
Aug	18	Wisdom	The Crossings	Sun	1:00 PM
Sep	14	Ennis	Sportsman's Lodge	Sat	1:00 PM
Oct	20	Ovando	Trixi's Antler Saloon	Sun	1:00 PM
Nov	17	Avon	Avon Cafe	Sun	1:00 PM
Dec	7	Missoula	Big Sky Motorsports	Sat	5:30-8:30 PM

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January Club Meeting



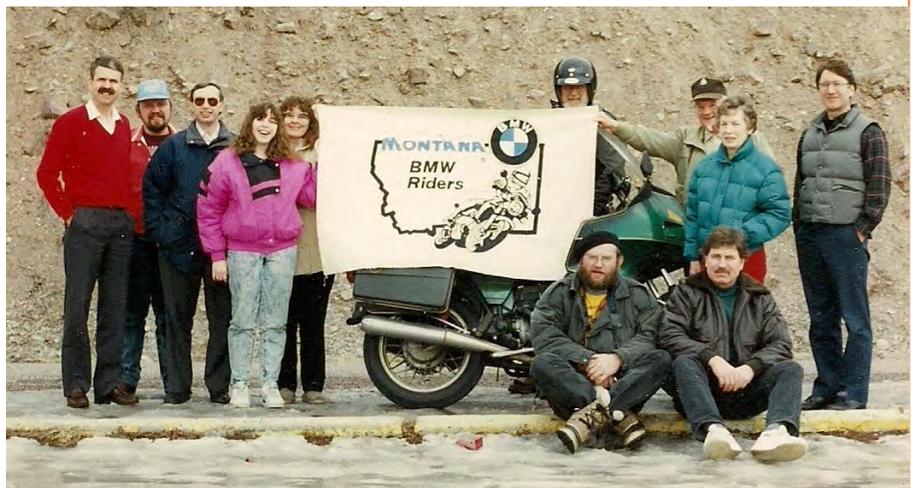
Eleven members and guests congregated at the Tamarack restaurant in Lakeside on January 19th for the Club's monthly meeting. Clock-wise from the upper-left, Joseph and Monika Puglielli (Whitefish), Todd Van Alstyne (Kalispell), Stephanie and Mark Johnson (Kalispell), Sandy Knutsen and Dick French (Missoula), Doug and Liz Byrne (Kalispell), Dave and Mary Dixon (Lakeside). It was a lively discussion of riding adventures. The Pugliellis described their ride on the Big Island of Hawaii in April, 2018. Hoping to have a pleasant tour of the island's parks, towards its highest point, Mauna Kea, on rented motorcycles, they encountered weather from sea shore mild to rain and hail. On this ride Monika learned to appreciate her BMW F700GS even more, because she did not like how her rented bike handled at all. Definitely a ride to remember.



Monika's rental ride on the Island of Hawaii, which made her long for the BMW F700GS back in Whitefish, Montana.

Then and Now— January 1990 at the Bearmouth Chalet doesn't seem that long ago. From the left, Larry Banister, Norm Michaelson, Lynn, Jennifer and Karen Springer, Bill Larsen, Ed and Ruby Pierce, (the fellow in the gray vest is unidentified), John Beyrau and Rich Gates sitting on the curb. It was reported that Ed and Ruby Pierce rode Ed's BSA for their honeymoon. Maybe we were a bit more adventurous Twenty-nine years ago.

Kim Lemke



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OTHER POSSIBLE RIDING EVENTS DURING THE YEAR...

MARCH ... ROAD TRIP TO NW INLAND EMPIRE MOTORCYCLE SHOW IN SPOKANE

APRIL ... YMCA RIVERBANK RUN—MISSOULA

JUNE ... RIDE TO DINNER BELL IN GOLD CREEK—MID JUNE

JULY ... FOREST SERVICE CABIN AND DUAL SPORT RIDE

AUGUST ... TOUR OF GRANT KOHRS RANCH ... WEEKEND RIDE TO CANADA

SEPTEMBER ... BOAT RIDE ON FLATHEAD LAKE ... RIDE TO CANADA

LONG WINTER NIGHT GET TOGETHERS AT BIG SKY

MOE TO COME AS PLANS SETTLE IN AND MEMBERS LODGE THEIR INTERESTS.

WATCH THIS SPACE & STAY TUNED

SAFETY & MILEAGE CORNER



Larry Banister

Safety Mom & Mileage Coordinator

Riding a motorcycle is fun, but dangerous. I believe as a group, motorcyclists head the list as a group of folks that are in denial. While we know our chosen sport is dangerous and there are a multitude of safety studies that will give us the grim statistics, we chose to believe these stats show what happens to “the other guys” and will never happen to us. However, we are also pretty smart as a group and in particularly within the Montana BMW riders, safety training, the right safety gear and having a proper frame of mind are all known and practiced.

Generally, I believe we can separate our hazard environment as well as our approach to that environment into two categories: 1) active and 2) passive. **Active** are things that we can do to minimize our chances of being involved in an accident—things like motorcycle safety training, practice of emergency maneuvers, wearing the proper safety gear, keeping our bikes in the proper mechanical condition, etc. i.e. things that can do that we know will help us avoid an accident or help minimize the affect if we have one. **Passive** are things that we can do to make the other drivers aware of our presence, thus hopefully preventing the “I never saw him” response from the vehicle driver. These things included wearing bright colored clothing and helmets, buying a motorcycle in some more visible color (not black, or darker colors), and installing some after market equipment like louder horns (instead of the pathetic OEM “beep-beep” things that continue to appear on \$25,000 bikes). One additional after market accessory that is proven to greatly improve our visibility is headlight modulators. These become more important as more and more vehicles are coming standard with “always on” daytime headlights. Back in the day, motorcycles began coming standard with “always on” headlights so we could be seen among the herd of vehicles, most of which didn’t have their headlights on. Now with many vehicle lights on, the ability to be seen because we have our headlight on is becoming much more difficult. Enter the headlight modulator. For more information, I would direct you to the following website: <http://www.signaldynamics.com/plugandplay> Here you can find both the headlight and taillight modulator. Also by typing “motorcycle headlight modulators” into your search page, you will find some interesting statistics on their effectiveness as well as some good videos. So winter might be a time to look into this “Farkles” which may be an appropriate consideration as you think about next riding season.

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Historian's Corner



This group, Tom Ferguson, Dave Keltz, Jim Iverson and Bill Larsen inspecting my 1982 BMW R80 GS in front of Bill Larsen's Brooks Street Motor Inn, Missoula. Bill founded our club and was an active rider until his eyes started to fail. His wife, Helen still drove him (in Lincoln Town car) to some meetings.

One New Years Bill got a trophy for oldest rider and my son Mike Vanecek, got a trophy for the youngest rider. I believe Bill's trophy had a dinosaur on it, and Mike's somehow involved an egg.

My GS met with an untimely event. (see photo). I crashed it in Canada, North of Polebridge, Montana. I sold it, repaired, to John Beyrau in 1989.

Kim Lemke

Joseph and Monika Puglielli (Whitefish)

In August, 2018 we participating in the Beartooth Mountain Beemers Club Rally. On the way there, Monika got stung by a wasp on the eye lid, riding with her visor open. (*Editors Note: There may be safety lesson here.*) The Rally was, all in all a very nice experience, as they say. Lots of camaraderie, good food and storytelling galore. Riding the Beartooth Pass (*See photo to the right*) a couple of times was the absolute highlight and an exhilarating experience.

Monika Puglielli



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We're on the Web:

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Technical Tidd Bit— The heated hand grips on my BMW F800GS failed to warm up during a dead-of-winter start and run routine to evaporate the moisture in the exhaust system. Since the bike was soon to be on its way to Big Sky for some pre-season maintenance, the event seemed apropos. Andy Main, Big Sky Motorsports referred me back to the instructions given to me when I took possession of the bike—don't start the engine until the instrument panel has stabilized, i.e., the tachometer and speedometer needles have returned to initial position. Andy explained, the bike's computer does a continuity check during that short period, and if interrupted by sending a signal to the starter, the heated handgrip systems shuts down. It is corrected by turning the key off, waiting about 15 seconds and then going through the startup process again.

Dick French

MONTANA BMW RIDERS NEWSLETTER

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.

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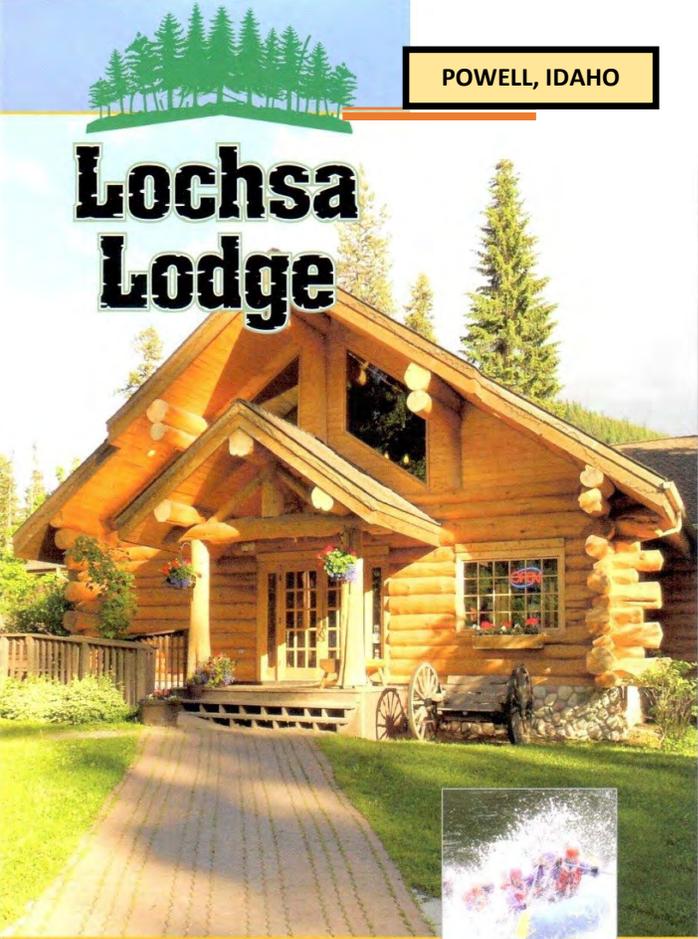
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Items for the newsletter are welcome and may be sent to:
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Emailed text is preferred. Photos as attachments. Signed articles do not necessarily reflect the consensus of the clubs or its officers.

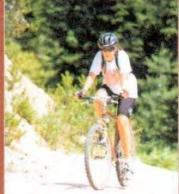
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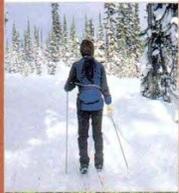
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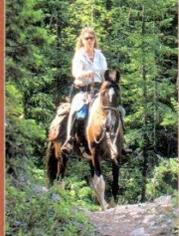


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