

BMW Motorcycle Club Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS :
BMWMOA #155
AMA #6830

NEXT MEETING
Drummond
Wagon Wheel
SUNDAY May 19
1:00 PM

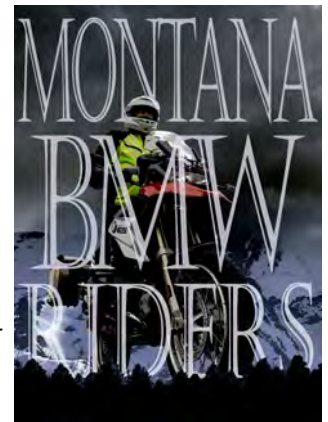
-HOME OF THE NEXT BEST RIDE-

PRESIDENT'S CORNER



Don't know about you but when I was growing up 'Springtime in the Rockies' was a term denoting end of winter, warmth, sunshine, flowers, blue bird days and renewal. Something you were excited about and looked forward to. What a bunch of hooley! Especially not appropriate for motorcyclists looking for some warmth and consistency for their early riding days. Not happening. It would seem appropriate to have a ground hog pulled out of a motorcycle tank bag about this time of year to tell us

what's coming in the next 30 days. The word unpredictable comes to mind! Now, after several years of this irreverent spring weather behavior, I'm using this time of year as a marker. A marker to acknowledge good riding is close, so close. It's a good time to stop procrastinating; get those tires ordered, commit to a safety class, get the bike maintenance done and finish the research for summer trips.



Ok. So for Springtime in the Rockies, some of our member's first trip out the door will be this Saturday for First Saturday Breakfast, May 4th. In Missoula Saturday even looks like a good day to throw a leg over and go somewhere after breakfast. Breakfast in Missoula will be at the Pressbox on E. Broadway at 9:00 am. Helena has a new venue...the Hardware Café in Montana City; time is 9:30 am. Seems those Helena guys like to sleep in.... ;0)

After our April meeting was cancelled for snow/cold and blizzard conditions, May should certainly bring members out in force for the Tech Weekend at Huddy's Outpost in Helena May 17-19. Thanks to Annie and Kevin for hosting this great weekend. Lots of knowledge of subjects of all kinds (food & drink included) are being passed along at this venue!

Tech Weekend ends Sunday, the 19th, with our monthly club meeting. **This May's meeting venue has changed...**the Sunshine Station in Philipsburg had a fire and is in the process of rebuilding. So for Sunday the 19th we'll meet in Drummond at the Wagon Wheel Restaurant. Time: 1:00 PM.

Hopefully May will bring with it enough nice weather for lots of riding to help shake off this past winter's demonstrative cold and snowy weather. Other events in May: BMW-MOA is having a 'Get-Together' weekend in Coeur d'Alene, May 10-12. They do these regional get-togethers all over the country. Seems a good way to visit with other like-minded riders and get in a fun weekend of riding and close by. See the MOA website for details. Then, coming up for our June meeting, one of our favorite places...*Echo Lake Café*, Saturday June 22nd. The club also has reservations for *The Dinnerbell* at Gold Creek on Thursday June 27th. Best to get there by 5:30 PM. Dinner is at 6:00 PM. I've asked for a table, like last year, outside the main dining hall so you can actually talk to your table mates. If you haven't been it's a great family style homemade meal with all the fixins including homemade pie! Since it's a Mennonite restaurant there's no alcohol but a blessing and some songs. You'll be done by 7:15 and with the longer days of June, have plenty of time to ride home in daylight.

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(Continued from previous page)

June will also start 'Rally Season' around the country, so study up. See the list of local rallies on our website. The Oregon Beemer's have their *Chief Joseph Rally* the last weekend of June. It's in John Day, Oregon. Pretty close and a good one.

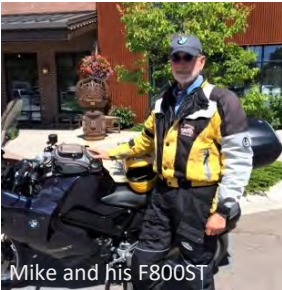
Well I guess the above is a good start to seeing what's available for riding. Now if the weather will just cooperate we'll be in 'high cotton' as they say in the south. Best wishes for a good riding season. Hope to see you at Huddy's Outpost and/or in Drummond this month. Till then...

Happy Trails!!

Chuck

P. S. Pending receipt of any more entries postmarked April 30, 2019 or before, we now have 21 'official participants' in the Montana BMW Riders Mileage Contest, the most in several years. GREAT PARTICIPATION.

Place2Place - Gary Graham



Mike and his F800ST

The weather just has to improve so now is the time to join the other 16 MONTANA BMW Riders who have signed up for Place2Place 2019. Mike Meredith from Helena on his BMW F800ST, the first to report any visits, notched 23 places during April. See if you can do the same once the sun shines again! (Editor's Note: I spoke with Mike, and he noted he has been riding at every chance and has at least one "Place2Place" in nine of the ten categories.)



YMCA Riverbank Run The Montana BMW Riders participated in local community support with several volunteers at the 47th YMCA Riverbank Run, a series of foot races in the streets of Missoula on April 27, 2019. A bit cold and windy, but a successful day on our bikes.



Dave McCormack's Can Am Spyder severed as transportation for the YMCA Race Coordinator, Hilary Cutty.



Carol Graham and the UofM Mascot.



Volunteers, Carol and Gary Graham, John Scibek, Chuck Reaves and Kim Lemke. Eventually about 400 runners participated in four separate events.

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BMWMOA CORNER

Tom Moe - BMWMOA Regional Coordinator



I am headed to the BMWMOA Coeur d'Alene Getaway May 10 – 12 and hope to see some MTBMWRIDERS there. If anyone is interested in meeting at Big Sky Motorsports and riding together please let me know. 406-599-5226

I am working on some summer meetings and rides in the Bozeman area and am certainly excited about our planned Billings rides. More in the June newsletter.

The following is a reprint from the BMWMOA website, I hope you find it helpful:

UNDERSTANDING OCTANE - AKI, MON AND RON, OH MY!

Thursday, February 14, 2019

Posted by: Wes Fleming #87301

I'm as excited about the new F 750 and 850 bikes as just about anybody who loves to look at new motorcycles but isn't going to buy one of those because they've got their eye on a different bike already, and by "eye on," I mean "deposit paid." Paul Guillien, MOA member, dedicated off-road rider and oh by the way, CEO of Touratech USA, did a great job whetting my appetite for the next generation of BMW's parallel twins with videos on YouTube and a [great article in BMW Owners News](#).

When I got to the tech specs of the new bikes, I noticed something and thought, "Hey, I'm a pretty tech-aware guy, and if this confuses me, maybe there are other people who wonder about this as well." I am referring to the part of the specs where BMW recommends what kind of gasoline should be used for the bike. In this instance (and you can refer back page 69 of the January issue to see what I'm talking about) the F 750 GS spec is for 91 RON gas, while the F 850 GS is rated for 95 RON fuel. The spec sheet calls 91 RON "regular" and 95 RON "premium," but most of us reading this magazine don't see 91 next to "regular" on the gas pumps we use.

Perhaps the confusion stems in part from not knowing that when you read the tech specs for a BMW motorcycle, BMW is referring to the sticker on the pump in Germany. The good news is that at its most basic level, regular gas is regular gas, and 91 RON in Germany is equivalent to 87 AKI in the United States. Premium is the same, and while premium gasoline is often called "super" by some retailers, 95 RON in Germany is equivalent to 91 AKI in the USA and Canada. What they call "super plus" in Germany is 98 RON, or 93 AKI stateside.

You can stop reading right there and take away a couple of things. First is the knowledge that regular means regular and premium means premium (or super), and if that's all you remember when it comes to your motorcycle, you're fine. The second is nobody really bothers specifying those mid-grade fuels, so in general you can just skip them unless they're your only choice for some reason.

On U.S. and Canadian pumps, you're generally presented with three choices: 87, 89 and 93. Some stations throw in 88, 91 or even 95. We think of gasoline as the go juice for our motorcycles, but there's more to it than just suck, squish, boom, blow, especially when it comes to the amazing technology built into our modern motorcycles. In the old days when one twist grip was the throttle and the other advanced the timing, the rider had to have a feel for what was going on with the bike at all times. Fuel injection and computers have taken that need from us, thankfully, but that doesn't mean we can't understand what's going on.

The abbreviations we see used to describe the quality of gasoline are varied, but luckily there are only a few of them.

RON: Research Octane Number, used in Europe and most other places in the world.

MON: Motor Octane Number, usually accompanies RON.

AKI: Anti-Knock Index, used in Brazil, Canada, the U.S. and a few other countries.

RdON: Observed Road Octane Number, not seen on pumps.

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The RON of a particular blend of gasoline is determined by scientists and engineers who run the gas through a test engine at 600 RPM under tightly controlled conditions. The engine itself is special, because unlike your motorcycle, the compression ratio of the engine can be altered on the fly. MON is determined at 900 RPM using fuel that's been warmed up, and the special engines used for MON testing have variable ignition timing on them.

AKI isn't determined by testing, but rather by mathematics. You take the RON, add the MON to it, then divide the sum by two. You may recognize the formula $(R + M)/2$ as what we commonly refer to as an average, and you'd be right. Where MON is usually 8 to 12 numbers below RON, AKI is usually 4 to 6 numbers below RON, right about in the middle between MON and RON.

The K in AKI stands for Knock, and you don't want your engine to knock. When an engine knocks, that means the air-fuel mixture in the cylinders is burning unevenly or incompletely, neither of which is good for your engine. While there are other things that can cause knocking, such as worn out spark plugs or excessive carbon deposits in the cylinders, we're talking about octane here, so that's what we're going to focus on. (Maintenance note: if two or three tanks of the proper AKI-rated gasoline don't eliminate your engine knocking problems, put in new spark plugs.)

Here's the important part: gasoline with a higher AKI (or RON or MON) can withstand more compression at a given temperature before it ignites. High performance engines with high compression require high AKI gasoline, it's that simple. You might save a little money by putting 87 in your engine that requires 91, but over time you're not doing yourself any favors by introducing increased wear and poorer performance to your motorcycle engine.

At the gas station closest to my house (at the time of this writing (mid-December 2018), 87 AKI gas costs \$1.99 per gallon and 93 AKI costs \$2.89 per gallon, a difference of 90 cents a gallon. My 2005 R 1200 GS holds 5.3 gallons of fuel, so filling a completely dry tank would cost me \$10.55 with 87 and \$15.32 with 93. Filling my tank with 93 therefore costs me \$4.77 over filling it with 87.

The compression ratio of my engine is 11.0:1, and BMW specifies the use of 95 RON gasoline – 91 AKI. Since my nearest gas station doesn't sell 91, it's better to go over (93) than under (89). Having said that, one of the great things about the GS platform is that BMW intends them to be ridden anywhere at any time, and incorporates whiz-bang computer programming called Automatic Knock Control to enable cheapskates all over the world to use 91 RON (87 AKI) gasoline.

Automatic knock control is typical for automotive engine management systems, and it's becoming increasingly pervasive in motorcycles. Its function is simple: when the sensors detect knocking, the bike's computers delay the introduction of the spark into the cylinder. This gives the piston an extra split second to compress the fuel-air mixture to the correct level. Due to the process of four-stroke internal combustion, this means that the piston is likely on its down stroke when the knock-retarded ignition takes place. This robs you, the rider, of power and decreases fuel efficiency over time.

One of the problems with engine knock is that by the time you actually hear it, the damage is done. Engine knock sounds occur around 6-8 kHz, which is in the middle of humans' hearing range, but they're not typically loud sounds until you really have a problem. You're more likely to feel knocking through your butt, hands and feet before you hear it. Once it gets bad enough to be audible, you could be looking at serious engine problems.

The way to prevent knock, then, is to use fuel with an appropriate octane rating for the compression ratio of the cylinders. This comes down to math yet again, but it's easy math if you have the data. Find out the volume of the cylinder with the piston at bottom dead center and compare that to the volume of the cylinder with the piston at top dead center; the resulting ratio represents what kind of gas you need to run in your bike for peak performance. An engine with a high compression ratio, as is the case with the above-mentioned F 850 GS, requires higher octane gasoline than an engine with a low compression ratio.

Determining the volume is a little more complicated, math-wise. You have to know the bore and stroke of the cylinder, the compression height of the piston as well as its dome height (or dish depth), the piston-to-deck clearance (bore squared x 0.7854 x distance between piston and deck at TDC), and even the thickness and bore of the head gasket. Then and only then can you run the formula through to determine the compression ratio. This is perhaps why we take the manufacturer's word for it when it comes to compression ratios.

Here's where the monkey gets the wrench, though. Because of any number of myths and a certain level of ignorance as to how gasoline and internal-combustion engines function, many riders believe that putting premium gas into an engine with a low compression ratio will boost performance. It simply will not. Premium gas is not better gas than

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regular gas, it simply has higher octane to be suited for engines with a high compression ratio. As far as your low-compression-ratio-engine is concerned, the excess octane beyond what it requires is wasted, which means the extra 30 cents a gallon you spent on that 93-octane fuel when your bike only needs 87 became dust in the wind. Unless, of course, your engine is pinging and knocking. In that case, try buying a couple tanks of gas one octane rating higher than usual and see if that takes care of the noise. If it does, it's time for a tune-up, because something is out of spec with your engine. If going up one grade of gasoline doesn't work (or isn't possible), you may need to consult a qualified motorcycle mechanic.

In the end, Super and Premium are words used by marketing experts to trick you into buying gas you think is better for your car or motorcycle rather than Regular or Mid-Grade. After all, you're special, so your motorcycle must be special too, right? Problem is, unless you've got an absolute ton of money, your bike isn't special. Certainly your 2007 R 1200 RT isn't special, and there isn't a gallon of 98 octane fuel anywhere in the world that's going to improve the performance curve of your bike.

I hope you find this information helpful.

Be sure to check the ride schedule shown below.

Ride safe, keep the rubber side down.

Tom Moe

BILLINGS CENTRIC RIDES 2019

Save these dates for the Billings Centric Rides:

We will meet in the COSTCO Parking lot, 2290 King Avenue West, Billings, Montana. There is a restaurant (Rendezvous) at the north end of the lot for those who want breakfast. Clutches out at 9 a.m. 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

- 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 Feeding Grilling. Trip takes three-quarters of a day.

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Editor's Corner



I took Larry Banister's and Ken Conrad's article in the March issue on motorcycle safety training to heart and registered for the Advanced Rider Course (ARC) in Missoula on June 1, 2019. I hope to see some of my fellow riders who have not taken the ARC on the practice field with me.

This month, be sure to look for the second attachment in the email transmitting the Newsletter. The second is a recent safety study as described in Larry Banister's SAFETY CORNER.

Tony Braunreiter and his wife Cindy contributed a Rider Profile article for this month, and the 'Three-Wheelers' have been active. Be sure to check-out these sections.

Time to own up. I, as most of you do, read the SAFETY column every month. I always think I concentrate and try to apply the advice to my riding. Apparently, one bit of advice must have faded. In the latter part of an early spring ride, my bike slid out from under me in a corner. And to add insult to injury, it had less than 50 miles on the odometer. I had just picked up a 2019 BMW G310GS at Big Sky Motorsports and was trying it out on the east side highway (State Highway 203). On the southbound leg, entered the traffic circle faster than prudent, let it drift to the outside where winter sand had accumulated. Minor damage to my new bike, minor damage to me, major damage to my ego. As I was moping around the house waiting to heal some damage to a long ago muscle injury, alternating between feeling sorry for myself and trying to kick myself I recalled the words of a rider philosopher, "It is only a bad fall if you don't learn something".

Several of the SAFETY columns emphasized 'stay focused' which I did not. Things just seemed to be going so well - everyone knows gravel and sand have accumulated over the winter in addition to new tires that have not been scuffed in. So, lesson learned - painfully.

I didn't fail the test completely - All-The-Gear-All-The-Time. I was fully suited up. No road rash, no banged up elbows or knees, no banged up feet. Oh yes - Those expensive crash bars paid for themselves!!

The bottom line - I'll remind myself to stay focused every time I ride out.

Dick French

Motorcycle Rider Humor

I was talking to a young fellow at the front desk of a local health club and admiring his recent purchase, a Triumph Scrambler with a sidecar. He was relating that his wife promised he could have a motorcycle if he made it one year without any broken bones. Upon my quizzical look, he quickly added, "I also ride mountain bikes". Apparently he met the terms of the stipulation.

Dick French

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Ambassador's Corner—Annie and Kevin Huddy

Greetings from the Outpost!

This edition will be brief. A final reminder about the 6th Annual Tech Day coming up on May 18th. Come one, come all; come to work, come for help, come to help, come to eat drink and be merry and come to kibitz. As for the eating; we will once again be eating some of Montana's finest beef provided by club member Lance Lerum. Be sure to thank Lance between bites. So far I know of only one person having a tire shipped to the Outpost to be mounted. It's not too late to order if you need fresh rubber. Also there is an addition this year... there will be a table set up for attendees to place items they wish to sell, swap or give away. So if you want to part with some treasured item, then here is your chance. Make sure the item is labeled with your name and asking price; motorcycle related items only, please.



Change of topic. Annie and I just completed our annual anniversary ride to Chico Hot Springs. We had great weather, a relaxing massage and spectacular food; and, best of all, we were able to ride home through Yellowstone. Good weather, clear roads and no crowds or traffic (okay, we did have a 15 minute wait for construction). We stopped at Old faithful and there were around 150 people instead of the 5000 that are there in the summer. The Grand Prismatic Spring had maybe 40 people on the boardwalk. The view was great with the snow covered hills in the background.



The Grand Prismatic Spring

If you can get away, then this is a great time to visit the park.



A view of the world from a Chico Hot Springs cabin, after the children are tucked in.



A construction delay - That does look like snow!

And as always, RIDE SAFE.

Kevin

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Rider Profile – Tony Braunreiter



Meet Tony and Cindy Braunreiter – Tony was born and raised in a small town in southwestern Minnesota to a father who owned a hardware store. In the early 60's his father decided to market a line of French manufactured mopeds (Mobylettes). Cushman motor scooters were popular at that time and in order to penetrate that market, nine-year-old Tony had the task of riding a new moped about the county



(too young to ride in town) to entice parents to purchase one for their off-spring. It sounds like a dream come true for a kid. Tony attributes this experience for putting him on a life-long affair with motorcycles that, to date, credits himself with a list of 50 motorcycles that have crossed his path. He noted next year will be the 60th anniversary of his initial moped experience.

Of course, the genes may have been inherited. His father was a charter member of a Minnesota motorcycle club, composed of Harley Davidsons and Indians, about the only makes readily available at that time.

The later 60's saw a series of Honda scramblers (250 cc – 350 cc) and a Honda Black Bomber 450, like the one to the right, find their way into the family garage. And if you are young and have motorcycles, racing them can't be far behind. His father apparently had the foresight to insist Tony had to finance and maintain what he rode. A 250 cc Indian Brave with a none functioning motor was resurrected with a BSA 250 cc motor and became his ride in hill climbing competition. Tony was quick to point out, in Minnesota "Hill" is the operative word - 300-foot elevation change with a few plateaus on the way constituted a course. The BSA motor was replaced by a Kawasaki two-cycle 350 cc Avenger motor.



Hill climbing competition was followed by flat track racing on a Harley Davidson 250 cc Sprint, not unlike the model shown in the adjacent photo. There always seemed to be a 'project' bike in his garage like a Yamaha Twin Jet 100, or a BSA 'chopper'.

Tony moved to Montana in 1971 and worked at Havre Cycle in Havre, Montana. It was here that he found a BSA 441 laying in a ditch. After it was unclaimed for a month, the local sheriff designated it as abandon and Tony became the proud owner of a non-running motorcycle. He repaired it and rode it. It was also a memorable bike, naming it the "BSA Victim". It was a bad bike and left its mark by breaking his big toe in one of the attempts to start it.

His first new bike was a 1971 Yamaha LT1-100 enduro like the one shown at the right. It was for his wife.



His series of 'project' bikes included more of the Japanese models of the 1970s interspersed with two Spanish Bultaco models he used for off-road racing and flat track racing. He suffered a serious injury in April 1973 in an off-road competition. After several months in a full body cast, Tony elected to return to school, and study dentistry – his rationale being dentist made more money than motorcycle mechanics, and there seemed to be some similarities between polishing the intake ports on a cylinder head and working on someone's teeth. He kept his hand in motorcycling working at Honda Cycle in Bemidji, Minnesota while completing his undergraduate work between 1975 and 1977. After dental school (1977-80), he then practiced dentistry in Chinook, Montana before becoming the Director of Dental Services at University of Montana in Missoula from 1982 to 1996. He returned to Minnesota and spent eight years in a practice there, then Park City, Utah and back to Minnesota.

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Rider Profile – Tony Braunreiter (continued)



Even during his years as a dentist, his passion for motorcycling was not far away. Although a few were new, project bikes seemed rotate through his garage in rapid succession. He had gained mechanical experience from employment in Havre, then at the Mankato Motorsport shop in Manato, Minnesota as well as at Honda Cycle in Bemidji, Minnesota. Most of the work was done in the family garage or backyard shops, he did admit to working on several Yamaha 650 in his basement. Also, some preparation work on a Kawasaki KDX 200 was accomplished in the family living room.

He was drawn to the west as an avid outdoorsmen for the fishing and skiing, but motorcycle competition was always close at hand. He became familiar with the Miller Motorsports complex in Utah with simple track days, training sessions, and then club competition. A Triumph Thruxton (New) found its way into his inventory. It was soon tuned, then modified and retuned to a competitive model. Number 351 became a familiar sight at races specifically for the Thruxton models. He later expanded his completion to Willow Springs Raceway, California. The photo to the right is Tony, at speed, knee down on the Willow Springs raceway. He maintains he was a 'middle-of-the-pack' competitor, but



lays claim to a few podium finishes in club events.

Competition and speed run deep in Tony's blood. His story would not be complete without a run on the Bonneville Salt flats in Utah on his Triumph Thruxton. He clocked a creditable 133 miles per hour in wet and soft conditions. Tony pursued road racing from 2005 – 2009 when he was of a 'mature' age. He 'retired' from active racing in 2009 but continued to follow his passion. In retirement, he and his wife Cindy, an accomplished motorcyclist in her own right, moved to Florida to have access to



deep sea fishing. When it became apparent that environment hampered their motorcycling, they returned to Montana and to Lolo. Western Montana provided the appropriate riding environment. He purchased his first BMW (a K75) in 1994 followed by a R90/6 for Cindy. A rapid succession of BMWs followed, including a rare 1995 R100M Mystic like the photo at the right.

With competitive riding behind him most of their pleasure riding has been day rides interspersed with a few trips to Minnesota with his Harley Davison riding friends and his adult children.



Tony and his wife now live in Lolo, Montana. He is a frequent attendee at the MONTANA BMW RIDERS events and meetings usually on his 2017 BMW R1200RS.

Dick French

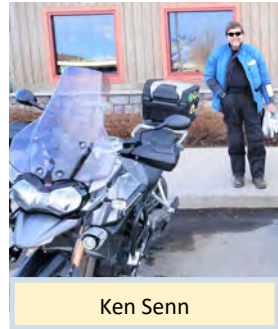
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Rider's Corner

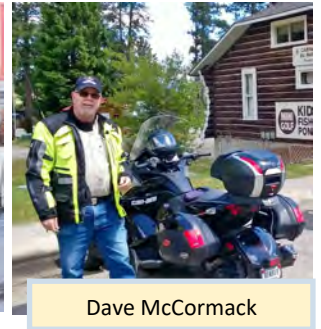


Lolo Pass - April 18, 2019

Perfect day to ride to Lochsa Lodge in Powell, Idaho for an early season ride. Ken Senn on his Triumph Trophy and Dave McCormack on his Can Am Spyder made the run on Thursday April 18, 2019. Dry, clean road both sides. The re-paved



Ken Senn



Dave McCormack

Idaho side was perfect. There were some unexpected lumps on the Montana side, especially in the corners. Very little snow melt across the road near the top. According to their waiter, they were the first motorcycles of the season!!!

As reported by Dave McCormack

First Saturday Breakfast - Kalispell



A few of the club members and guests in the Flathead Lake region had a breakfast meetup on April 23, 2019 in Kalispell. From the lower left of the adjacent photo, Stephanie Johnson, Jim Keller, Dave Dixon and guest Cliff Beebe. Not shown was Mark Johnson, Dough Byrne and Gordon Phillips.

The next breakfast meetup will be May 11, 2019 at the Montana Club, Kalispell.

Mark Johnson

First Saturday Breakfast - Helena

A group also met at Perkins in Helena on April 6, 2019 for a bit of motorcycling (and probably sidecar) discussion.



From Townsend - Don and Nancy Davis, Lance Lerum; From Helena - Ed Fields, John Beyrau, Bernie Bjornsen, Steve Moore, Bill Erhardt and Mike Merridith. Annie and Keven Huddy from the OUTPOST.

The next 1st Saturday breakfast will be at 9:30 AM May 4th at the HARDWARE Café in Montana City. (Coordinates 46.538497^o N; 111.947851^o W)

Kevin Huddy

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Three-Wheelers Corner

Last month **BMW Ambassador Kevin Huddy** announced he acquired a 2018 Ural Gear-up two-wheel drive side-car. Since riding lessons are recommended, Kevin provided information for the following article.

Ken Conrad gave Annie and Kevin Huddy some one-on-one instruction on riding a sidecar rig. Kevin, of course, claimed to have mastered the technique in one session. Confirming photos were not provided. The following day was Annie's day to learn as seen in the photo on the right.



Brenda Pineiro, was also learning on Ken's distinctive URAL. She and Annie took a moment to commiserate on the peculiarities of side-car riding, of which an obvious one is – dead stop, no feet down!

Commentary by Ken Conrad



The last three wheel column in the newsletter could lead the "unenlightened" to believe that the appropriate time to consider three wheels is only when physical issues might preclude riding a single track motorcycle. Au contraire, Grasshopper. I used to subscribe to that belief.

Back when the Seattle Motorcycle Show was a regular annual event, I would attend every year. Being the, ah, "frugal" MTBMW RIDER member that I am, I was able to get out to Seattle for the show every year because I had motorcycling friends (who have since moved) living there and stayed with them. While snooping around the motorcycle shops in Seattle one day before we went to the show I stopped to visit with some friends who worked at Ride West BMW.

Over the years I had become acquainted with David Hough. We always had interesting conversations because I would make it a point to wear a MSF logo shirt when I thought I might see him. David is slightly less than complimentary towards MSF, and my MSF shirt would often make for some fun and spirited conversation. In addition to being recognized as a motorcycle safety guru, Mr. Hough is also well known as an authority on sidecars and their operation.

I ran into Mr. Hough one day while at Ride West. We began discussing sidecars, and three wheelers in general. He had recently purchased a Can Am Spyder. I said to him that when I am too old and decrepit to hold a motorcycle up (or pick it up) I would consider buying a sidecar rig. He replied that I should not wait. He said that sidecars are such a fun and unique experience that to wait would be to miss out on a segment of motorcycling that I at that point had no idea existed.

He was absolutely correct. I had no idea how much fun sidecars are. I'm glad I did not wait until old(er) age crept up on me, or physical limitations dictated getting off of two wheels. They are not a substitute for a motorcycle. They are a fun addition to motorcycling, something that augments and adds to the experience of motorcycling.

I bought my 2014 Ural Gear Up in November of 2015. I now have roughly 19,000 miles on it. My learning curve was steep after running around on two wheels for close to 60 years. I had lots of motorcycle handling muscle memory to unlearn. Other than control operation, which is the same as a motorcycle, sidecars definitely do not handle like a two wheeler. I did a sidecar/three wheel specific class in Spokane to help the transition. Glad I did.

MONTANA BMW RIDERS NEWSLETTER

Commentary (continued)

Now after about 4 years on the Ural I cannot say enough positive about it. As those I've bored to tears with my incessant "advice" will attest. The utility, versatility, inherent stability, and just plain fun of a sidecar rig was something I was completely ignorant of. The same forest service roads and two track I've ridden for years around Helena on motorcycles suddenly now have scenery I've never seen before. You don't need to constantly be aware of surface conditions, deep ruts, roots, mud holes, snow and ice, etc. When you find a nice spot to pull over and stop for a picture or a break, you just simply pull over and stop. No worries about the slope, surface condition/gravel, reach too the ground, or your feet slipping and dropping the motorcycle. Or the side stand sinking into the ground. And dropping the motorcycle. Parked pointing downhill? No problem; the Ural has reverse. In a really sloppy slippery spot? No worries; the Ural has two wheel drive. Want to bring along a bunch of extra stuff, camping gear, etc.? No worries; the Ural has a huge cavern in the trunk for stuff, and a rack on top of the spare tire for even more stuff. Not riding with a passenger and "need" even more stuff? No worries, there's lots of room in the sidecar. Want to ride in the snow and ice? Yup, sidecar again. Really fun to ride a motorcycle in the snow and not fall down. Sure does extend the riding season.

Bored to tears yet?

So... don't wait to experience the absolute fun, utility, and versatility of sidecars. Mr. Hough was absolutely right.

And one final thought as to Kevin's mastery of the Ural — let me know when there are pictures.

Ken Conrad

SAFETY CORNER



It's always difficult to provide all of us with some relevant, timely and "new" safety data. It seems like much of the information available is material that we've already read about and so we tend to skim over the Safety Corner with a "yeah well I already know that stuff" attitude. Our Newsletter editor, Dick French, found a really interesting article on You Tube and forwarded same to me. As a pre-amble, this article references the Hurt Study, which is "the" study that formed the basis of the MSF training program and was/is often quoted during training. Unfortunately that study was done in 1981 and as you'll read, was based on post-crash interviews and studies.

The article that Dick forwarded is entitled "Factors that Increase and Decrease Motorcyclists Crash Risk" and was done by Vicki Williams, Shane McLaughlin, and Jon Atwood for the Virginia Tech Transportation Institute, Motorcycle Research Group/Center for Automated Vehicle Systems and Tim Buche of the Motorcycle Safety Foundation.

This is a very contemporary article and employs much of the technology we've become familiar with....GPS, on-board video cameras and data recorders, etc. The data was also recorded in real time in real life situations and sheds some interesting light on many of the things we've known or think we know. Further as you'll note in the description of the study, there were motorcyclists selected from a variety of geographic locations riding a wide range of motorcycles, and in varying age groups. This study is very interesting and certainly merits our study.

A copy of the study will be included with the transmittal of this Month's MONTANA BMW RIDERS NEWSLETTER.

Larry Banister

Safety Coordinator

Montana BMW Riders

MONTANA BMW RIDERS NEWSLETTER

April First Saturday Breakfast, Montana Club - Missoula, Montana

A sure sign riding season is in near. Twenty verbally enthusiastic club members and guests congregated for the First Breakfast in Missoula April 6th with a great representation of bikes in the parking lot (snow free by now).



From the left, Sandy Knutsen, Dick French, John Frederikson, Jared Beaird and Jim Krausch (facing left), all of Missoula. On the far right, Gary and Carol Graham, Chris Froines, Dave McCormack and Tony Braunreiter.



LeAnn Clark, Terry Pohland, Gary Graham, and directly opposite, K. Bill Clark. John Torma (with cap) and Lynden Clark.



Club members from afar (Northglenn, Colorado) Donna and Mike McInerney.



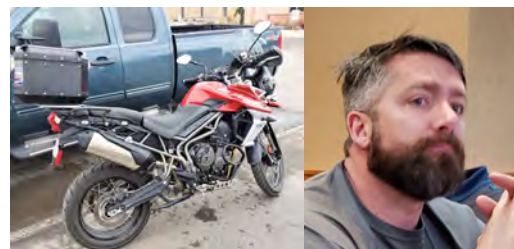
John Torma rode his K-bike (file photo) for the occasion.



Mike DeShore (Missoula) and his 1985 BMW Dakar that he purchased from South Africa in 2016, and had it shipped to the U. S.



Kenn Senn and Tony Braunreiter with their rides from the Bitterroot Valley



Jared Beaird (Missoula) and his 2019 Triumph Tiger 800



Don Deuel and Greg Hintz



Terry Pohland (Florence) warmed up his Harley Davidson Road Glide Ultra for the occasion.

MONTANA BMW RIDERS NEWSLETTER

DUEL SPORT RUN IN THE LITTLE BELTS

I am Phil Haglund and I live at the base of the Little Belt Mountains. I am trying to put together a duel sport ride on July 19th, 20th, and 21st. I have blocked 1/2 of the rooms at Bobs Bar and Motel in Neihart, Montana (approximately 7 rooms). The phone number is 406-236-5955 or www.neihart-montana.com. There is also a campground 2 1/2 miles up the road on the right side (west side) coming from Neihart. It has water and toilets, but no showers. Janice, the owner of Bob's Bar and Motel, said she will hold the rooms at the motel until May 20th. If for some reason you miss the May 20th deadline, make reservations as soon as possible, as this is her busy season. I believe she quoted me \$75.00 for a room, depending on the type of room. If you have to cancel she would like to know at least one week in advance. If you break a leg or have an emergency a day or two before the ride, I am sure she will understand. She is very willing to work with us. Please be considerate, she is going the extra mile for us. She usually opens at 11:00 A.M. and serves lunch and supper, however, for us she will open earlier and make us breakfast Saturday and Sunday morning.

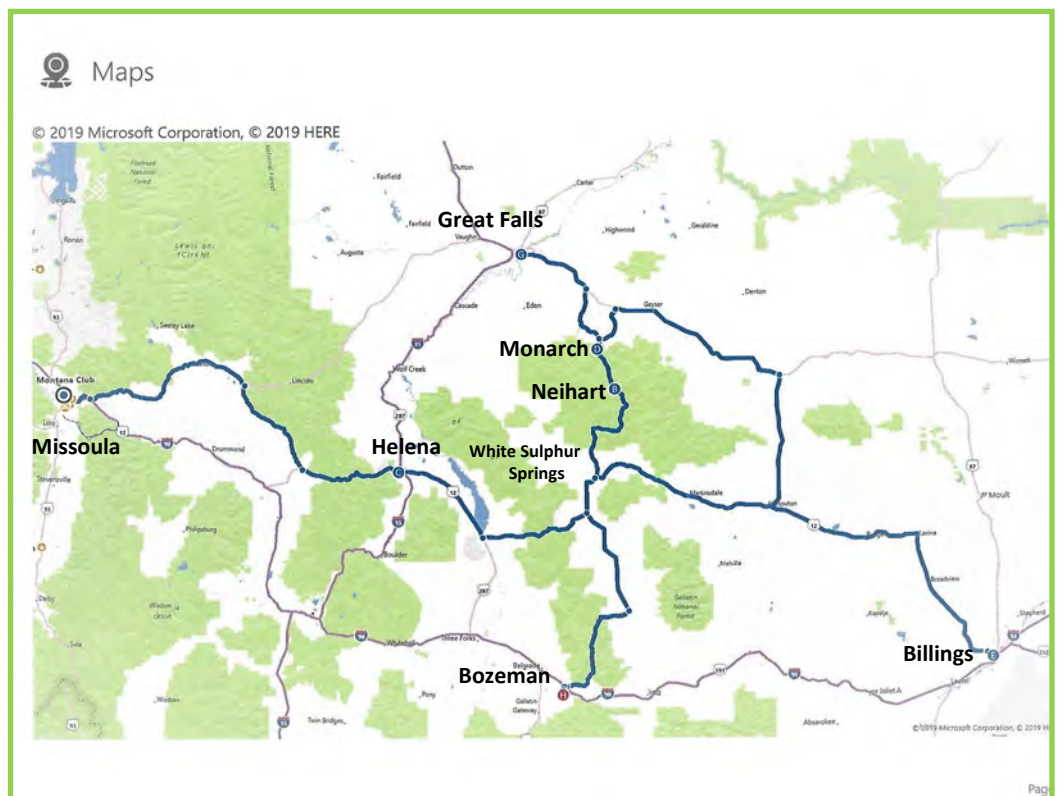
Okay, now, where are we going? For the early birds who want to get in some extra riding, we will meet in Monarch at the bar and café around 1:00 for a fast lunch, then ride back roads, about a 2 or 3 hour ride to Neihart. I need to have a head count on the early birds so we don't leave anyone behind. If you are too late, we will assume you changed your mind. There is no cell service in the canyon.

Saturday we will ride from Neihart and back to Neihart on an all day ride. Bring a lunch or a candy bar as there will be no restaurants to eat lunch. Sunday we will take back roads to White Sulphur Springs for the meeting. If you are tired of the dirt you can take Hwy 89 to White Sulphur Springs. At this time I have not had a chance to find a place in White Sulphur Springs for the lunch and meeting, but will let everyone know where it will be when we are in Neihart.

If you have any questions give me a call at 406-939-0600, or you can email me at hag@3rivers.net. I am an old rancher and don't know how to run a computer, but my wife can give me your messages.

I am looking forward to showing you around the Little Belts. I am going to find roads that are both interesting and scenic. If anyone has concerns about difficulty, give me a call as I want to make this fun for everyone. There are lots of roads and trails to choose from. I may be able to find some roads that are a bit more challenging with an alternate road that is easy that leads to the same intersection.

Phil Haglund



MONTANA BMW RIDERS NEWSLETTER

2019 Ride Schedule (Revised 5/1/19)

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/Sun	All-Day
May	19	Drummond	Wagon Wheel	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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ADDITIONAL RIDE EVENTS—2019

April 27 — YMCA Riverbank Run—Missoula, Montana

May 12-17 — GPS Tour of the Northwest—Vancouver Island, British Columbia (<http://www.soundrider.com/stour/roadtrip>)

June 11-15 — Sasquatch Dual Sport and GPS Adventure Tour Cascade Mountains of Oregon

June 27-30 — Chief Joseph Rally—John Day, Oregon

June 13-15 — BMW MOA Rally—Lebanon, Tennessee

June 27-30 — Touratech Rally West—Plain, Washington

July 18-21 — Top of the Rockies Rally—Paonia, Colorado

July 19-20 — Montana BMW Riders GS Weekend Ride

July 18-21 — Cascade County Rendezvous — Republic, Washington

July 22-26 — Sasquatch Dual Sport Ride (http://www.soundrider.com/dsport/rides/sasquatch_dualsport.aspx)

July 25-27 — Gold Wing Riders Association Rally—Dillion, Montana

July 31—August 13 — Sturgis

August 8-11 — Stanley Stomp—Grandjean, Idaho

August 15-18 — Beartooth Rendezvous — Red Lodge, Montana

August 15-18 — BC Beemers Rally — Nakusp, British Columbia

August 21-25 — Rally in the Gorge — Hood River, Oregon

August 27-31 — National Gold Wing Wing-Ding Rally — Nashville, Tennessee

September 5-8 — BMW-RA Rally — Woodstock, Virginia

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

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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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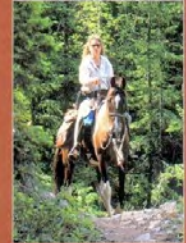
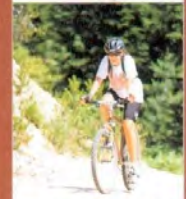
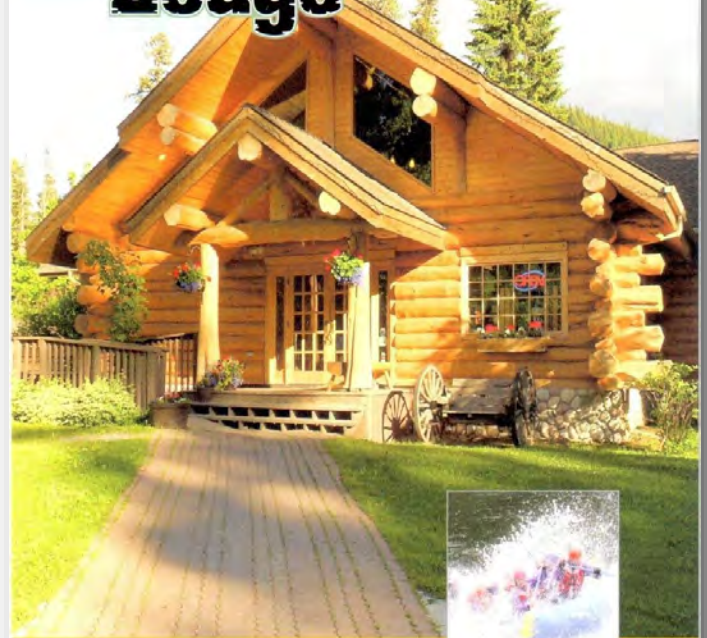
Items for the newsletter are welcome and may be sent to:
Editor, 2734 Dublin St., Missoula, MT 59808

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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