

H.O.G. SNOUT

BIG SKY CHAPTER 2641

Volume 14, Issue 04



April., 2011

Sponsored by:
Big Sky Harley-Davidson
Brian and Tami Moen
4258 10th Avenue South
Great Falls, MT 59405
(406) 727-2161
www.bigskyharley.com

Director
Sam Steffan
(406) 788-6891
samiam01@bresnan.net

Assistant Director
Jim Hoffmann
jimkarenhoffmann@msn.com

Treasurer
Cheryl Turner
jefftturner9@bresnan.net

Secretary
Shannon Hurd
shannonrh@yahoo.com

H.O.G. Slop:

Elizabeth Moore, Editor

Ok, Kids – anybody like “mudbugs”? No – they’re not insects – they’re little-bitty shellfish, better known as CRAWFISH!!

June 21, we’ll be setting up the boiling pots at Big Sky Harley, and there will be a lot of tail pinching going on. No – not like that - CRAWFISH tail pinching. Don’t know how to eat a crawfish? We’ll teach ya!

There will be a poker run earlier in the day, starting around noon, with stops all around the area, in places like Fairfield, Sims, and Sun Prairie. Then, later that afternoon, we’ll drop the crawdads in the boil, and have a party!

We would appreciate it if you guys could message me, either through email at emoore@3riversdbs.net, or on my cell at 781-5143 to let us know if you’re coming.

We have to order the crawfish in advance – it’s being shipped from Louisiana! So we would like to have an idea of how many folks we’re going to feed.

Director’s Notes:

Sam Steffan

Ah, the smell of flowers, wind in your face and bugs on your teeth, it must be spring and riding time. Let’s get ready for a wonderful adventurous summer.

Many new things are happening, first the Cajun feed, followed up by the ride to Havre for a meeting, then the great Last Chance Rendezvous in Helena, with the Mile High chapter of Butte and Copper Canyon H/D. Also joining us will be many other riders from throughout the state for a stupendous weekend in July.

Boy I bet you all can’t wait to swing your legs over the old leather seat and get going. The Annual reunion of the butt and leather only happens once a year, when we all try to reach back and try to grab a few fleeting days of our youth. Oh to be young again, you have to be envious of the younger generation. So don’t just sit there, look at the Big Sky H/D web site or Facebook page to find the action, call a friend and go for a ride. Watch for Sam O Gram flashes for the latest of happenings.

As we all have a cell phone make a few calls, gather some buddies and ride. That’s what it is all about. RIDE, HAVE FUN and enjoy the wonderful world of Harley, it don’t get any better than that. If you come up with some unique ride give me a call and I will flash it out, let’s be creative, as fun doesn’t have to all that structured. Just always keep a little space embedded somewhere back in your mind to be safe.

We want to see you again with all your teeth, the sunburn and even the bugs, so get out and enjoy the summer. See you all down the Road. GIT ‘ER DONE.



Assistant Director's Notes:

Jim Hoffmann

Well the sun is trying to come out and tempt us to pull the bike out of the garage/storage. I did just that this past weekend and what a feeling it was! The therapy was great and now I will be able to face the coming week a lot easier. With that being said I want to remind everyone of the upcoming events the Chapter will be bring to you. Keep an eye for the calendar on the website or the bulletin board at the dealership. The information on upcoming events, rides, and news will be posted at these two sites along with any changes that may occur. These events are for you the members, but like I said at the meeting we need volunteers to pull these off so everyone can enjoy the fellowship they bring and the fun you will have. I think volunteering is a great way to be part of the activity and to meet new people. You will get to know people and get a feeling of enjoyment and being part of something big. It is also a great way to help the Chapter.

The following is from an anonymous source but I believe it tells a story a lot of us went thru, are going thru or know someone who is in the midst of. Anyway enjoy the weather and ride safe.....

My brother and my dream.

I must have been 18 at the time. My brother and I had always been into sports (wrestling mainly) and loved heavy metal. We both had this love of Harley Davidson motorcycles. Funny thing is, we never really talked about them... Now my parents, well just put it this way...if the motorcycle didn't kill us...my mom would, so we just never had the opportunity

A friend of mine came over the house when the parents were gone one Friday evening on a bright and shiny Yamaha. It was gorgeous. Couldn't tell you what kind; doesn't matter. It was a motorcycle and it was cool.



I jumped on the back and we went for a ride and cruising the street, up and down Main Street (yes it was called Main Street). Ever try to pick up girls with two guys on one bike? Anyways...later he taught me how to shift gears and ride around the block, until I could ride his bike and he rode his brother's bike. A few other friends joined us and we were "stylin" on motorcycles all around town, I loved it. I couldn't ride for s*&\$t but it was fun. It was a great summer, and I fell in love with the idea of motorcycle riding. However, when school was out...like most kids do, we headed in our separate directions....I ended up heading to college and like we all do, we started thinking about what's going to put food on the table and how we are going to make a living.

I never rode a bike again. Always wondered what it would be like to own a bike - maybe a Harley-Davidson? Oh man...now that really would be a dream there... man I wouldn't be able to get one of those until I retired I thought. My brother and I had always said, maybe when we retire we'll ride one of those!

In college...I married the woman of my dreams..... and drug her to graduate school with me. She has been a great woman! After I graduated from graduate school I took a job in South Dakota, yes you guessed right. It's like a sex addict moving to a Brazilian nude beach! Sturgis, awesome countryside, hills, Sturgis.. bikes everywhere, Sturgis..ok..ok....so the wife and I go to several Sturgis Rallies.. We drove our red 1986 Nissan pickup truck if you're wondering. We didn't have money, just started a job...and here I am, getting this fix on motorcycles again but, It just wasn't a priority at the time.. Oh by the way, did I mention my wife was the clothing manager at Black Hills Harley Davison in Rapid City? Yeah! I never went in that store, I couldn't...I wouldn't...ok... maybe once. My wife would come home and tell me about this guy's bike and that guy's bike and all the places these people were visiting with their bikes, we almost divorced that year..(I'm kidding)..We lived in the Black Hills for two years, until I took a job in Arkansas. Now those of you that know Arkansas know, there are some great rides here, rallies and gorgeous countryside! Arkansas turned out to be a good place for us. We love it here...better job for me and the wife got a good job too... My parents loved it here so much when they visited that they moved from New Mexico and retired here.

One summer, in 2007, my wife and I were heading up to visit my parents at their place. My brother had come up from Houston Texas to visit them as well. We pull into the driveway of my parent's house and their sits a brand new ghost flame Heritage Softail, it was chromed from tip to tip. My wife looked at me and said &*#*\$^&*&#&*&... and I said.. *&##*\$*%*@. We couldn't believe it, it was gorgeous! I was jealous, envious, pissed, happy and proud all at once. My brother walked out to greet us and showed me the bike, and he says, "Take it for a spin". I looked at him, "are you sure?" Sure he says to me. Now he knows I haven't ridden in well... since I was 18! I'm 41 now - you do the math.

Let me ask you, would you let me ride your brand new bike? I thought not.... He did...I threw a leg over and it was pure heaven! I hit that start button and those Rush pipes yelled out a scream you would not believe. My brother gave me a

quick reminder lesson and I rode that bike around the block 20 times, (I was too damn scared to go out into the city). I came back for lunch, then got back on and rode it around the block until it was dinner. I loved it, he knew it too. Over the past years... my brother would bring his bike in a trailer when he and the kids would visit us, just so I could ride it. He brought it this past summer and dropped it off for me for a few weeks while he went on vacation, just so I could ride it. In 2009, I rented a Harley Road King and he and I went on a three day ride.



I wanted to make sure this would be for me - I always thought it would be...just didn't know for sure. We had an awesome time!! We rode the Pig Trail on Highway 7, and met great folks on the way. I got the pics to prove it! Over these several years....I've been on this forum dreaming, watching, reading, and yes, riding my brother's bike when he brought it for me to ride. Work, life, "everything", started getting better for the wife and I. We paid off the truck, refinanced the house at a better rate, and finally got ourselves in a better position. Just this past week...I finally bought that Dream... a 2011 Road King Classic... first person I called...yeah...you bet...my brother.

Keep the Dream Alive,
Ride Safe.

Activities Director's Notes:

Mick Myskewicz

The countdown has begun for our campout over in Helena, July 9th. Dates have been blocked out by the Lewis and Clark County Fairgrounds for July 8th, 9th, and leaving the 10th. A name has been picked - the "Last Chance Rendezvous".

Here is the basic rundown: we will meet at Big Sky Harley Davidson the morning of the 9th, then group-ride straight to the fairgrounds in Helena. I will already be there - some of us are going down Friday to get a head start on setup. Please let me know if you would like to go early as well. When the rest of you get there Saturday, we will have our July chapter meeting at the campsite. The meeting will be more of an overview of the next couple of days then an actual business meeting. Then what we have in mind after the meeting is---

1. a bike rodeo
2. a poker run
3. a bike show (ride-in, with people's choice as the winners.)
4. food and drink vendors (to name a couple)
5. a band
6. overnight camping, tents, RV's, or hotels providing shuttles.
7. breakfast Sunday morning.
8. lots of day rides in the area.
9. relax with old friends and new.

AND THE WINNERS ARE . . .

HOG Number: – not present

50/50 – Sam Steffan

Door Prize Winner: Mrs.Dotseth (Todd's wife)

Dear Fellow Members, this event is for you, please plan on attending. It meets all the requirements for a good time that will be affordable and local. We will be joined by the Butte Mile High Chapter as well as Bozeman and Missoula. They have made a commitment to join us.

Also, THIS IS AN OPEN EVENT - MEANING OPEN TO ALL!!! So please invite family and friends to join us, bikes of all kinds, or walk-in! Now you understand why the name that we picked was picked; "The Last Chance RENDEZVOUS" We will need tons of help to show the Helena area we can make a large event look easy. Please contact me or any of your officers if we can plan on your help. Trust me, helping is half the fun. See you there.

Membership Director's Notes:

Linda Decker

Hey HOG Members, did some of you forget something? We have about 180 members who have not paid their local dues for this year. If you are one of them, and you are enjoying this newsletter, better get down to BSHD and get them paid or this could possibly be your last newsletter. You don't want to miss out on what we have planned for this Chapter this year.

Five of your Chapter Officers (including me) attended the HOT (Harley Officers Training in Reno last month. Harley Davidson goes all out with this training. We have come back all pumped up with new and exciting ideas. It was a great experience for us. We are putting our ideas together and coming up with what we think will make this Chapter an even

greater one. One of the classes I attended was “Kickass Events.” And trust me - our “Last Chance Rendezvous” is going to be just that...kickass fun.

So get down and pay your dues. Keep this Chapter the best in the State!

Safety Director’s Notes: Doug Davenport

Cycle Safety Information

What You Should Know About Motorcycle Helmets

Helmets Work

Most activities have their own suitable protective gear and equipment. Motorcycling is no exception. Every rider and passenger should wear over-the-ankle footwear, long pants, a long-sleeved jacket, full-fingered motorcycle gloves, and a helmet manufactured to meet DOT (U.S. Department of Transportation) standards.

Helmets work. Helmet effectiveness has been confirmed by responsible studies, while helmet myths – “helmets break necks, block vision and impair hearing” – have been consistently disproved. Safety-conscious riders wear helmets by deliberate choice every time they ride; we know that you will, too.

What a Helmet Does for You

First, it is the best protective gear you can wear while riding a motorcycle. Think of it at the same time you think of your ignition key: Pick up the key; pick up the helmet. They go together. Helmet use is not a “cure-all” for motorcycle safety, but in a crash, a helmet can help protect your brain, your face, and your life.

Combined with other protective gear, rider-education courses, proper licensing and public awareness, the use of helmets and protective gear is one way to reduce injury.

You hope you never have to “use” your helmet, just like you hope you won’t ever need to “use” the seatbelt in your car. But crashes do happen. We can’t predict when or what kind they will be. You should not say to yourself, “I’m just running down to the store, “and not wear your helmet. In any given year, a lot of people make good use of seatbelts, and a lot of riders give thanks that they were wearing helmets.

Second, a good helmet makes riding a motorcycle more fun, due to the comfort factor: another truth. It cuts down on wind noise roaring by your ears; on windblast on your face and eyes, and deflects bugs and other objects flying through the air. It even contributes to comfort from changing weather conditions and reduces rider fatigue.

Third, wearing a helmet shows that motorcyclists are responsible people; we take ourselves and motorcycling seriously. Wearing a helmet, no matter what the law says, is a projection of your attitude toward riding. And that attitude is plain to see by other riders and non-riders alike.

How and Why a Helmet Works

Different helmets do different things. There are hard hats on construction and heavy-industry heads; football helmets on athletes’ headstand Kevlar® caps on military heads. US3598511 None are interchangeable. Motorcycle riding helmets are very sophisticated and specialized for the activity. They’ve been developed carefully and scientifically over the years.

Four basic components work together to provide protection in the motorcycle helmet: an outer shell; an impact-absorbing liner; the comfort padding; and a good retention system.

What we see first is the **outer shell**, usually made from some family of fiber-reinforced composites or thermoplastics like polycarbonate. This is tough stuff, yet it’s designed and intended to compress when it hits anything hard. That action disperses energy from the impact to

lessen the force before it reaches your head, but it doesn’t act alone to protect you.

Inside the shell is the equally important **impact-absorbing liner**, usually made of expanded polystyrene (commonly thought of as Styrofoam). This dense layer cushions and absorbs the shock as the helmet stops and your head wants to keep on moving.

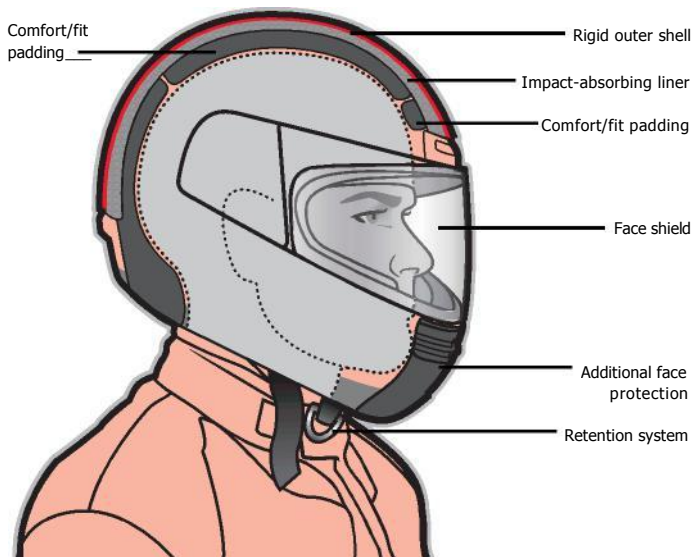
Both the shell and the liner compress if hit hard, spreading the forces of impact throughout the helmet material. The more impact-energy deflected or absorbed, the less there is of it to reach your head and do damage. Some helmet shells delaminate on impact. Others may crack and break if forced to take a severe hit; this is one way a helmet acts to absorb shock. It is doing its intended job. Impact damage from a crash to the non-resilient liner may be invisible to the eye; it may look great, but it probably has little protective value left and should be replaced.

The **comfort padding** is the soft foam-and-cloth layer that sits next to your head. It helps keep you comfortable and the helmet fitting snugly. In some helmets, this padding can even be taken out for cleaning.

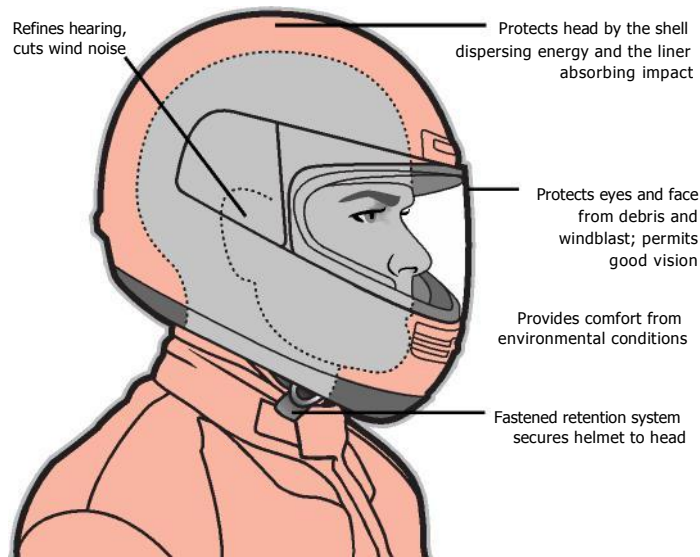
The **retention system** or chin strap, is very important. It is the one piece that keeps the helmet on your head in a crash. A strap is connected to each side of the shell. Every time you put the helmet on, **fasten the strap securely**. It only takes of couple of seconds. To ride without your helmet secured would be as questionable as driving without your seatbelt fastened.



Basic Construction



Protective/Comfort Attributes



See and be seen. Be prepared. Enjoy the ride.



Replacing Your Helmet

Replace your helmet if it was involved in a crash; it probably absorbed some impact shock. Some helmet manufacturers will inspect and, when possible, repair a damaged helmet. If you drop your helmet and think it might be damaged, take advantage of this service.

Most helmet manufacturers recommend replacing your helmet every two to four years. If you notice any signs of damage before then, replace it sooner.

Why replace your helmet every few years if it doesn't appear damaged? Its protective qualities may deteriorate with time and wear. The chin strap may fray or loosen at its attaching points; the shell could be chipped or damaged. The best reason is that helmets keep improving. Chances are that the helmet you buy in a couple of years will be better – stronger, lighter, and more comfortable – than the one you own now. It might even cost less!

Can't remember when you bought your present helmet? Check the chin strap or permanent labeling. Since 1974, all helmets must have the month and date of production stamped on it. If there's no date at all, you should definitely replace your helmet – now!

State Helmet Requirements

Reflectivity

Many states require a specific amount of retro reflective material on a helmet. Thoroughly read the manufacturer's information. Your local motor-vehicle department can give you exact information on the location and number of square inches of retro reflective material required in your state.

Helmet Laws

Wearing a helmet properly strapped on your head is mandatory in many states. Laws are always changing, so double-check with the state department of motor vehicles for the most current information. Are you planning a tour through several states? Plan to wear your helmet in all states, regardless, and remember that laws apply to travelers as well as residents. Don't leave home without the information you need.

Getting More Information

You've now read that there are many things to consider when buying a helmet. Get all the information you can. Contact helmet manufacturers and read their literature. Consult recent motorcycle-enthusiast magazines for up-to-date information to help in your decision. Two authorities you may contact are:

National Highway Traffic Safety Administration

Office of Traffic Injury Control Programs
400 Seventh Street, SW, Room 5130
Washington, D.C. 20590
(202) 366-4913; www.nhtsa.dot.gov/

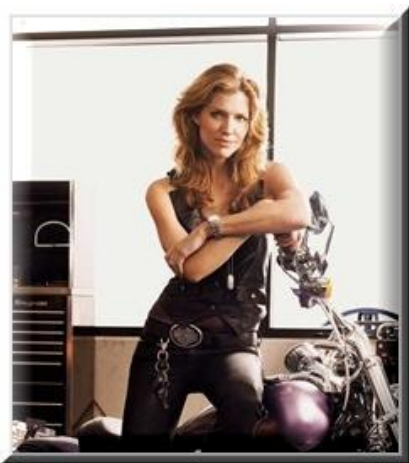
Snell Memorial Foundation, Inc.

3628 Madison Avenue, Suite 11
North Highlands, CA 95660
(916) 334-5073; www.smf.org/; info@smf.org

A copy of the full article concerning Helmets can be found at :

http://www.smf-usa.org/downloads/helmet_CSi.pdf

Wear your helmet, every time you ride.



Symbol of American individualism

[Harley-Davidson](#) has a storied past beginning in the days that U.S. roads were so bad that a motorcycle provided one of the best modes of transportation. A depression, the Interstate Highway Act, wars and an unsuccessful merger with AMF are all part of this story. As stated on its web page, [Harley-Davidson](#) began in a shed, went to war, became the symbol of American individualism and ended up "king of the road", all in 95 years. Buying a Harley is not acquiring a product but buying an experience and even a life style say its enthusiasts.

During the 1970s Japanese competition threatened the very existence of [Harley-Davidson](#) that was at that time a subsidiary of [American Machine and Foundry Company](#) (AMF). In 1981 thirteen members of Harley-Davidson management led by Vaughn Beals purchased the company in a leveraged buy-out. In the subsequent five years the company was streamlined and it refocused its efforts to improve its market share through a major improvement in product quality. Many of the improved manufacturing techniques were learned from the Japanese. Regardless of the source, Harley-Davidson once again has a strong but not dominant position in the heavy-duty segment of the U.S. motorcycle market.

Need a patch sewn on that leather vest or jacket? [Linda Heggem](#) - 452-2425 - will sew patches for a donation to MDA.

Newsletter Comments or Questions?

If you have any questions, comments concerning the Big Sky H.O.G. Newsletter, please contact Elizabeth at 781-5143, or by e-mail at eemoore@3riversdbs.net.

PROFILES...



Mick Myskewitz, our Activities Director:

Born and raised in Great Falls, Montana, millions of miles ago, I have two sons, two daughters, and five grandchildren. I owned and operated a guest ranch with four cabins out of Augusta, MT (with fishing and horseback riding – 22 horses & 8 mules) for 13 years.

Debi (my wife) and I ranched in the Highwood Mountains for almost ten years – 11 months of winter, and one month of bad sledding.

We work together still, with Taylor Transportation, LLC of Great Falls. We run 18 long-haul trucks, hauling cars coast to coast and into Canada.

I joined H.O.G. in the summer of '06, and haven't looked back since!

If you are a recent addition to the Harley-Davidson family or hope to be soon, you need to learn the language. Here is a quick Harley-Davidson Vocabulary lesson:

HOG – Harley Owners Group

P&A – Parts & Accessories

V-twin – The “V”-shaped Engine in a Harley-Davidson Motorcycle

Willie G. Davidson -Vice President of Styling and Grandson of One of the Four Founders

Skull Cap - A Stretchy Cap That Fits Close to Your Head, No Brim

FXDB – Dyna Street Bob model

Sturgis – Small City in South Dakota that Hosts a Large Bike Rally Each Year

Screamin' Eagle – Performance Parts & Accessories

CVO – Custom Vehicle Operations

State Rally – Annual group motorcycle event held in each state

Juneau Ave – Nickname for H-D corporate headquarters

Apes or Ape Hanger – Type of handlebar that is tall

Sissy Bar – Optional metal bar at the base of the passenger seat to use as a backrest

Twisties – A road/route with a lot of curves

Pearl - A style of colour with sparkle/dimension added



Rider vs. Driver – Even if you are the “driver” the preferred term is “Rider”

Tricked Out – A motorcycle that has “very cool” customizations

Bar & Shield – the Harley-Davidson Logo

Fairing – The covering attached to the front forks of Touring motorcycles

Chopper – A radically customized motorcycle, traditionally for functionality

Jiffy Stand - A Harley-Davidson motorcycle side stand.

Cage – A car or automobile

“If you talk to a man in a language he understands, that goes to his head. If you talk to him in his language, that goes to his heart”



Lead, Follow, or Get
the Hell Out of the Way!

A BIG WELCOME HOME TO OUR RED HORSE MEMBERS!

The contents of this newsletter do not necessarily reflect the views and opinions of Big Sky Harley-Davidson & Buell or those of the Harley-Davidson Corporation. This newsletter is intended for the entertainment of the Big Sky Harley Owners' Group.

**Big Sky Harley-Davidson
Attn: Big Sky Montana H.O.G.
4258 10th Ave. South
Great Falls, MT 59405**