

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS :
BMWMOA #155
BMW RA #072
AMA #6830

NEXT MEETING

OVANDO

TRIXI'S

SUNDAY, OCTOBER 21

1:00 PM

-HOME OF THE NEXT BEST RIDE-

PRESIDENT'S CORNER



Thinking about September the words to this song come to mind... *Jambalaya, Craw-Fish-Pie, Me-O-My-O!!* Yep, double exclamation! Man, was September a great month for riding, helping make up for some of the riding we lost in August because of forest fires. Of course now being of the senior variety, I have to do things to

warm up the gray matter so I can remember what went on in September. No it's not an alcohol catalyst, it's called a calendar. It's something tangible I can look back on for those memories to start up. My first remembrance was that we decided not to have a 'First Saturday Breakfast meeting because of the Labor Day weekend.

On that Labor Day weekend thanks to the reconnoitering done for the Park2Park contest I decided to take my wife, Caren, to see what a beautiful park the Painted Rocks State Park is. It gets my vote for one of the best rides to a park and the prettiest park. We headed off for a few days camping there, only to find that Painted Rocks Reservoir had been so depleted by irrigation we couldn't even get close to the water to launch the kayaks. It was ½ mile away. In its stead, the water that is, was lots of mud which was being taken advantage of by a Mad-Mud-Mania event complete with huge trucks with even bigger tires, jeeps and side by sides, pure dirt

bikes and other weird looking road craft that were trying to spray rooster tails as high as they could and if it covered their rigs or themselves so much the better. Yes, there was noise! and everyone seemed to be having a great time. Evidently this rendezvous happens for 3 weekends in September all with the same goal in mind. Interesting but not what we were looking for. Where to go? One area I've become interested in getting to know better, because of our motorcycle meetings in Wisdom along with some dirt rides there, is the Big Hole. So exiting Painted Rocks and the mud people we landed at Twin Lakes south and west of Wisdom. I highly recommended this as a great camping spot or it could easily be a motorcycle off-road adventure ride as the road in to the lakes is 19 miles of gravel and dirt and the last six, I would not want to pull a camper through...just right for a dual sport/GS ride and great place to camp along the lakes. And if you're organized enough, there is a Forest Service cabin there you can rent, you hearing me Chris Keyes? Anyway thanks to

the on and off road riding I do, and thanks to the Cafe2Cafe (thanks to the Huddys) and the Park2Parks, (thanks to the Grams) I am discovering and re-discovering so many places in Montana. And though Caren does not ride with me, finding these fun, gorgeous, unusual and inspiring places I am now sharing them with her, just at a later time. We live in a great place and this hobby or motorcycling helps us live it. As the old saying goes when you travel by car you see

the world as if looking at movie. When you see the world by motorcycle you are in the movie!

Other rides enjoyed were taking advantage of the whole weekend, not just a day ride, for the August and

Monthly Missoula Area Breakfast

9:00 a.m.

River City Grill

Bonner

October 6, 2018



MONTANA BMW RIDERS NEWSLETTER

September monthly club rides. Getting to know members helped me find good riding partners for both weekends. August we went to Wisdom where Chris Froines, Mike Krekermeier, Lance Lerum and I did mostly scenic routes but also stayed over and camped at Elkhorn Hot Springs where we soaked, had dinner, camped with some cows and generally talked motorcycling all weekend. In September, add Chris Keyes, and the ride on back roads with camping at Lewis & Clark Caverns State Park made for a lotta' fun roads prior to Three Forks. Thanks to Chris Froines' & Mike Kreikermeier's penchant for picking good roads, add the challenge of the Park2Park, and we covered over 400 miles both weekends and had some quality fellowship and riding time. Next season you might try to see if you can't put an extension on one of those monthly ride weekends. Gives the weekend a whole new feel.

Hope your riding was great this summer (and using very wishful thinking) here's hoping we have another month of enjoying the same type of weather we had in September. It seems a lot of folks were getting out and riding. We certainly had a lot at our September meeting, where 26 folks showed up from all over Montana. Here's who put their kick stands down at the historic *Sacajawea Inn* in Three Forks: From Helena...Blair Krumm R100/7, Ed Field R1200RS, Bob Rennick K1300S. From Bozeman...Jocelyn Kent Harley 1200Sportster, Kevin Kent K1200RS, Bob Testut R1200GS, Paul Oliver K100RT, Tom Moe our Regional MOA director R1200RT, Jason Humberger R1150GS. From Belgrade...Mike Kreikermeier F650GS. From Townsend...Lance Lerum R65, Don Davis Spyder RTL. From Cascade...Tom Wrobel G650GS. From Belt...Phil Haglund Yamaha WR250. Coming a LONG way...from Billings...Mike Hofferber F800GS, Jim Haar R1200RT, Pat Endres R1200GS. Thanks for coming guys! From Lolo and the backroads of Montana...Chris Froines Honda Africa Twin. From Missoula...Chris Keyes R1200GSA, Sandy Knutsen, Dick French 'cagin it' with Sandy Knutsen (but usually on his F800GS), Richard Kuschel K1200RS, Norm Jarvis Triumph Tiger 800, Kim Lemke K100RS, Chuck Reaves F650GS.

Sadly with the time running out on calendar part of the riding season, it is also about at an end for the Montana BMW Riders mileage contest and the Park2Park. So get your numbers in to Gary Graham for your Park2Park photos and ending mileage to Larry Banister for club miles. Remember you have to send in beginning and ending mileage to be eligible for the club mileage contest and

one of the prize winners comes from a random drawing after the winners are sorted out.

First Saturday Breakfast will be October 6th. I'll be out of town so that info will be sent out by some responsible person next week as to the where and when for the breakfast. And our October meeting as always is at the infamous Trixi's Saloon in Ovando Montana. Wear your orange as that'll be opening weekend of big game season. Note that Nate at Big Sky BMW has agreed to host our Christmas Party once again at his shop. This year's date Saturday night December 8th. Thanks Nate!! More particulars on that later.

Looking for a newsletter editor. Dave has said he'll be willing to train you. I believe his last newsletter is the December issue. Let me or Dave know preferably before then.

Hope to see you at Trixi's. Till then, Happy Trails!!

Chuck Reaves

* * *

MOA CORNER

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



We are having a third MTBMWriders and BMWMOA get acquainted no host lunch meeting on October 20 at the Rib & Chop House, 1849 Majestic

Ln, Billings, MT 406-839-9200. We will meet at 12:30 PM to allow the regular lunch crowd to thin out. This will be an informal get-together to continue the monthly lunch meeting and an effort to get eastern MT members together more often. Call or text me at 916-919-6770 to RSVP.

We are also having our first Bozeman area get together at the Kountry Korner Cafe, 81820 Gallatin Road, Bozeman which is at Four Corners October 27 at 12:00 PM. See you there MTBMW Riders. Hopefully this leads to a monthly lunch as well. Or – breakfast, that can be fun as well especially if it leads to Saturday rides.

MONTANA BMW RIDERS NEWSLETTER

We sure had a nice lunch in Three Forks at the Sacajawea Inn September 15. There were about 20 + people there and a good time was had by all. Riders came from many directions braving the somewhat cool temperatures for late September. Thanks to Chuck Reaves for continuing to set these lunches up.

As a reminder to current MOA members and to inform potential members, the MOA offers lots of really great discounts with relevant vendors. **A short list includes:**

- 25% off Scala Rider by Cardo advanced motorcycle communications system. Cardo has been a major sponsor of MOA Get-Aways as well.
- Free KOA Value Kard Rewards Trial Membership, with this trial membership you receive 10% off on daily registration rate at any of nearly 500 KOA campgrounds in North America.
- Save \$45 on Medjet Memberships which provides Air Medical Transfer for individuals that become hospitalized during domestic or international travel. Hopefully you will never need this but if you do...
- The MOA has partnered with the Priceline Partner Network to bring you great travel deals including up to 60% off on hotel stays.
- Take 15% off Butler Motorcycle Maps which was created by motorcyclists who run the gamut of enthusiasm. Find a map suitable for any type of rider. Their passion for motorcycles is the common thread that inspires them to share the best roads anywhere.
- Hertz offers a discounted daily rate, MOA members can take advantage of year-around discounts on Daily Member Benefits Rates in the US and Canada. I recently took advantage of this discount and it was substantial, enough to easily pay my membership dues times two.
If you prefer AVIS they offer 10% off on rentals returned to the same city to MOA members.
- Lyft lets you take up to \$50 off your first ride with Lyft.
- Want to travel frugally, Motel 6 offers 10% partnering with the MOA to provide members a discount at any of the 1,100 + pet friendly locations in the U.S. and Canada.

This is a short list, you can see the full list at bmwmoa.org/page/member_disc_public. These discounts provide a

great return on your membership investment.

Ride safe, keep the rubber side down.

Tom Moe

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Editor's Corner

Just back from an 18 day trip to Oregon, California, Arizona, Nevada, and Utah in a CAR! Great weather and great roads...all of which I wish I could have done on the Spyder. Oh well, this was a trip to see family and old acquaintances for both of us and the car was the only viable vehicle to haul all our "stuff".

Won't get a chance this year to really compete in the P2P or Mileage contest because of all the family things that have required my attention... but even the little time in the saddle was worth every minute. As they say, "Even my worst days on the Spyder are way better than the best days in the car".

As we approach the seasonal change in the weather, it occurs to me that there is nothing sure in this world and every new season suggests we re-set our riding targets for the year and the next year or we'll surely get lost in the minutia of daily living ...and then realize we've missed out on the joys of riding.

Ride on...whatever it takes...

Dave

We're on the Web:

www.mtbmwridders.org

MONTANA BMW RIDERS NEWSLETTER

Club members, Lance Lerum (Townsend) and Mike Kreikemeier (Belgrade) combined a logistics run (sell Mike's two motorcycles pre-positioned in Europe) with a ride-about in central and eastern Europe. We are glad they opted to

“The sun is over there; we need to go this way.”

By Lance Lerum

I'm talking to Mike last winter and he says; "So I'm thinking of selling my bikes in Europe and buying a bike in Ecuador so I have a place to ride in the winter; want to help me move them to somewhere I can sell them?" Before I could answer he adds, "And while we are over there we should spend like a month...maybe go to Eastern Europe." Whoa! Serious trip and this is going to take some serious consideration so after maybe two seconds I'm responding "Yes!"

The Plan - I knew Mike had two bikes over there; a BMW R1200GS in Italy and a BMW F650GS in Germany. The 650 had Spanish registration and hadn't been used in a couple years so he would have to go over a week early and ride the bike from Krefeld to Barcelona to get it inspected, plated and insured. I would pick up the 1200 in Bologna which had Montana plates and only needed a battery. We would meet up somewhere in France, switch bikes since the 650 was lower for my shorter legs and more familiar since I had one of my own. We would start our ride heading east through Switzerland into Slovenia then on to Hungary. From Hungary we would enter Romania then north to Slovakia, Poland, Germany, and finally down to Heidelberg to leave the 1200 with Stefan. I'd fly home but since the 650 had Spanish registration, Mike would run it to Barcelona to sell and fly home from there. We would start out mid June and finish sometime in July. The bikes had boxes, top cases and GPS. We would stay off major highways and do the back roads as much as possible. We would camp when we could and hostel/hotel where convenient.

And that was about the extent of the planning. I had checked a bunch of travel books out at the library and would read myself to sleep with them for a couple months. But it was just too much for my old Teflon coated mind and nothing was sticking. So many countries, cities, roads, things to see and do that I just couldn't retain it all and the planning was detracting from the whole experience. I was going to have to approach this trip like I was twenty years old again and just face each day as it came. Mike and I spent a month last year riding to Alaska and I was pretty sure that would work for him also. At one point my wife, Jan, asked me some question about the trip and I responded, "I don't remember. And there is no point in asking Mike 'cause he won't remember either." She took that in and then asked, "Are you sure you two should be doing this trip?" I've learned that is one of those spousal questions that you just pretend you didn't hear and let it go away.

After the previous epiphany of not worrying about where we'd be each day or how we'd get there, I focused on gathering my gear and practice packing to make sure everything would fit in my bags and then on the bike. I found that if I removed the armor from my riding gear I could roll the jacket and pants up really tight and save a lot of space and the armor would slip into small voids around all the other gear. Compression stuff sacks for the tent and sleeping bag; a new smaller camp stove and sleeping pad, a comprehensive MacGyver repair kit, fewer clothes and I was set. Mike had a headset we mounted in my helmet so we could communicate which turned out to be very helpful when we were lost or separated in traffic. Mike also has a slick helmet cam and I just went through 1700 photos he captured. What a great way to chronicle a trip! The chronological photos just brought back so many memories likely lost after only a couple months.

The Trip - I got a text from Mike that he had picked up the 650 and made it to Barcelona. I then hopped on the plane in Bozeman, arrived in Bologna, Italy and made it to my hotel by late afternoon, a bit jet lagged. I found a nice little Italian restaurant for dinner and drinks (in Italy, go figure), put my riding gear together and called it a day. I had arranged to pick up the 1200 at 10 O'clock the next morning. What a nice bike! First time on a 1200 for me and although it was a bit tall, did I ever enjoy riding that thing. The GPS Mike gave me was having a power cord connection problem and would sometimes go into computer connection mode meaning it wasn't doing its Nav thing for me so

MONTANA BMW RIDERS NEWSLETTER

that was a bit frustrating. I did find Mike a couple days later where we hadn't agreed to be and we switched bikes. I would often comment on the trip; "Yup you riding up there on the cushy Cadillac and me down here on the Fiat."



One of my objectives for the trip was riding the Alps and they lived up to my expectations. We did have one cold night camping where we woke up to everything covered in frost. Over the next few days we did numerous high twisty passes. Mike commented that he didn't think he had ever ridden so many switchbacks in such a short time. I often felt like I hadn't set up or followed a line cleanly through some of the really tight switchbacks, especially downhill or if an oncoming car spooked me. Mike had the 650 geared up for autobahn running so first was like second on my bike at home and I felt I didn't have the power to

stand the bike back up coming out of a laid over curve. I was likely often too slow being overly cautious of going down and hurting the bike or self and screwing up the whole trip. I talked to Mike about it and he said that after what seemed like 1000 switchbacks he felt he had only hit it perfect four or five times. Hearing that from him and recognizing that he is a much more experienced and better rider than I helped me quit beating myself up. Mike is great about never challenging or pushing beyond my limits and I try to let him go ahead and have fun and I'll catch up later. We both seem to follow the adage that 'you have to ride your own bike.'

The trip adhered closely to our very general plan and itinerary. How's that for setting a low bar and achieving success? Slovenia is lovely. We spent a couple days in Ljubljana which is tidy, has a lot going on, prides itself on being the most English speaking EU country (I guess now that UK is out), and was just a lot of fun. We had been camping out previously but in Eastern Europe camping is not widely available and hostels and hotels are really cheap so that is what we did until back in Germany. We hit the northern end of Croatia because it was in the way to Hungary. We stayed in Budapest for three nights. Beautiful buildings, monuments and statues but I am not a big city person and couldn't get past the filth,



Just one of the Swiss Passes



We didn't all ride BMW's—those wild and crazy Czech brothers.

crowds, and hustlers and so was ready to move on to Romania. Romania was the country we were both most excited to visit and we spent about five or six days there. Romanian countryside is beautiful; a mix of the Rockies and Appalachia with lots of free range animals, horse drawn carts, haying with scythes and pitchforks that everyone seems engaged in from grandmothers to children, tiny villages and 10 beautiful churches visible from every viewpoint. We rode the Transalpina, and Transfagarasan passes over the Carpathians.

It was in Romania where our flat tire saga began. We took a shortcut between the two big passes and ended up on a pretty rough washed out rocky road. I dumped my bike. Nothing damaged, not even my pride. It was about ten miles down the road that I had a flat and then discovered that laying my bike over had unlatched one of my panniers and I had been trickling out my gear. Mike ran back to gather

MONTANA BMW RIDERS NEWSLETTER

things up but only found a stove fuel canister. I lost my MacGyver kit with my pump, tube patch kit, electrical chargers, etc. Fortunately Mike had his pump and plugs but since his bike is tubeless he only had some old bicycle patches and glue. This was to plague us for the rest of the trip as whenever the tire would warm up the

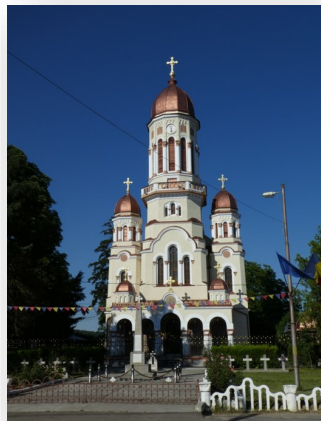


Mike just had to try to speak Hungarian!

patch would come off because our glue was old. We eventually worked our way north through Romania, bounced off Ukraine and on to Kosice, Slovakia.

Kosice is another nice city similar to Ljubljana and we had a very nice visit there. One of Mike's desires on the trip was to go to Poland and visit Auschwitz; me not so much. My mother was a German war bride and I remember her telling me sto-

ries about living through the war as a young woman and seeing the people marched along roads and loaded onto trains. I just felt it



Beautiful Churches in every village.

would be too much of a downer for me on a great trip so passed on Krakow. I had enough city for awhile anyway and wanted to head back into the mountains, visit the High Tatras and explore more of Slovakia and Czech Republic. We then split up for a few days after making plans to meet up in southwest Poland.

I should mention here that besides having connection problems on my Garmin, that Garmin's are really of limited value in Eastern Europe. Especially on the small byways we were travelling which were

often single lanes, or no line roads, cobble stone, or dirt. The paper road maps we had also didn't provide the detail we needed on our routes. Our daily route planning consisted of a Google Maps session in the evening when we had WIFI to select a route avoiding busy highways and larger towns. I would enter this route into my GPS so we had a 'good' plan each morning. Often it would be such that my GPS would crap out, or we would hit a road closed barrier, or the road just wouldn't be there. Then Mike would take over with his smart phone and if he had service would locate us on Google Maps and find a way out. When that failed we would just look for the location of the sun and say 'we have to go that way' and head east, or north or whichever way we thought we had to go. I actually enjoyed this very much!

Mike enjoyed his visit to Krakow and Auschwitz and has great photos. I had a lot of rain in the mountains but did see a few peaks through the mist. Czech Republic is similar to Slovakia which makes sense as they were the same country not long ago. Funny thing in CZ is that instead of all the people putting up hay along the roadsides like in Romania there



Dolomites in northern Italy—I'm going back.



We conducted outreach to future riders in Slovenia.



A lovely spot for flat number three on the Transfagarasan in Romania.

MONTANA BMW RIDERS NEWSLETTER

were armies of men running weed whackers having at it. Mike and I met up in Jelenia Gora, Poland (another really nice small city) and headed on to Berlin. We decided to not ride into Berlin but pick a small town just south of the city along a rail line which worked perfectly. Berlin was nice but large and busy with tourists. It seems like most of the trip



Lost in CZ! Near as I can tell my route is not on the GPS or maps because I'm on ski trails.

was during World Cup which is a really big deal in Europe, so we caught quite a few matches in public venues in many cities and towns.

Another notable event occurred when we were once again lost in the mountains of Germany and it was getting late in the evening and we weren't sure we'd find our way out before dark. We turned a corner and literally in the middle of nowhere

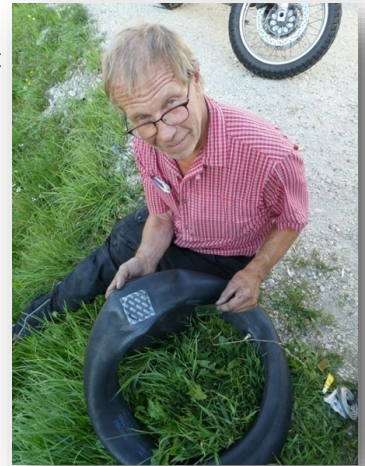
there was this little ma-pa resort. We whipped around and yes we could camp there. They were lovely people and had a pool, showers, beer and

cooked us up some dinner. I texted Jan and told her 'we were lost in Germany but found a place with a pool and beer. Don't send help!' From there it was down to Heidelberg to drop off the 1200. I flew home and Mike finished his trip with another epic run back to Barcelona doing about 600 miles that first day just to prove to me that there was nothing wrong with that 650.

One Last Comment - Remember how I had taken my armor out of my gear to make it pack better? Well for the first half of the trip I was finding my riding gear very uncomfortable. In Budapest I discovered that back in Italy I had put my knee pads in my elbows, my elbow pads in my shoulders and my shoulder pads in my knees. There has got to be a John Prine song in there somewhere.

Stay safe!

Mike Kreikemeier and Lance Lerum



Our expedition 'vulcanizer' with a beautifully laid Romanian patch. It didn't work.

MILEAGE CORNER

Montana BMW Riders mileage contest participants....we've certainly had a wonderful summer for riding, the weather has cooperated, the fires haven't turned our sky gray, the park to park competition has had folks touring the state and there have been a bunch of intrepid riders journeying the back country! So with all of that going on, I'm expecting some good final numbers for our very own Montana BMW riders 2018 mileage contest. Here are those who got their beginning mileage #'s turned in and are "official participants": **Gary Armstrong, Larry Banister, Brian Campbell, John DiBari, Dick French, Gary Graham, Carol Graham, Annie Huddy, Kevin Huddy, Chris Keyes, Jim Krausch, Kim Lemke, Dave McCormack, Mike Meredith, Thomas Moe, Chuck Reaves, Ken Senn, and John Webster.**

The official contest closes October 31....so I will need your ending mileage turned in, in writing, to me NLT 11/15/18 to get you into the final count for the fabulous prizes to be awarded at our annual Christmas party at Big Sky BMW on December 8th. You can email me your final numbers which need to include the bike(s) you're participating with, to beemermt@msn.com or you can mail them to me at 102 Ironwood Place, Missoula, MT 59803.

(Continued on next page)

MONTANA BMW RIDERS NEWSLETTER

While the mileage contest isn't the front-runner in things that we do, it's a great way to show the rest of the couch potatoes that you're still out and about on two wheels and you can pick up some CASH for entering... (Not to mention that you have a guy with a green eye shade that keeps track of your beginning, ending and total mileage which you can then copy into your very own bike log!)

Thanks for participating, I look forward to hearing from you.....

Larry Banister

Mileage Contest Coordinator-Montana BMW Riders

THREE FORKS PIX *by 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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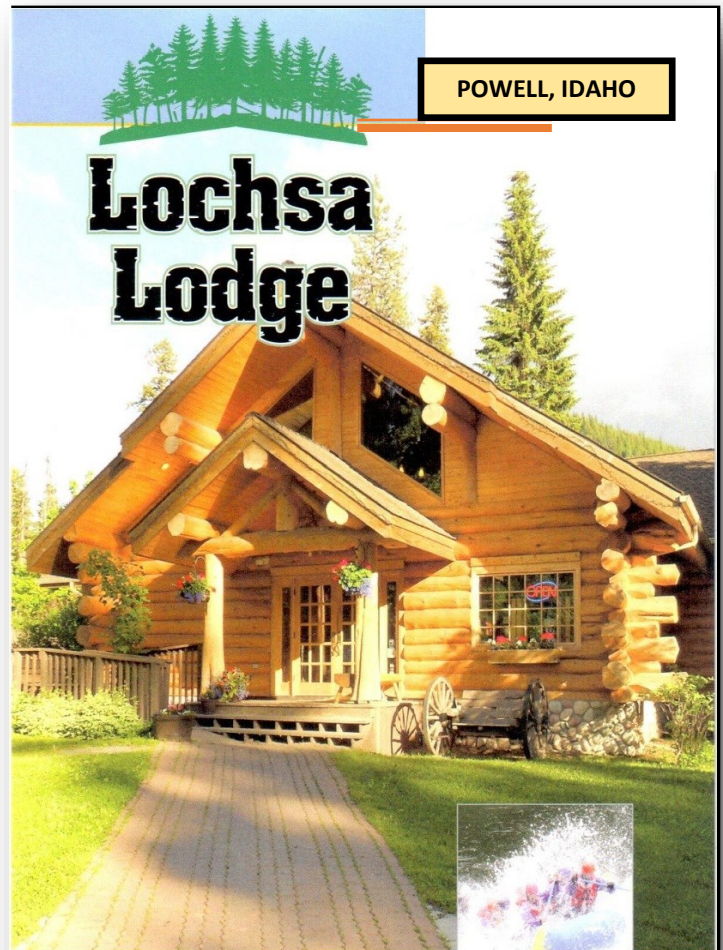
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Items for the newsletter are welcome and may be sent to:
Editor, P.O. Box 1353, Victor, MT 59575.

Emailed text is preferred. Photos as attachments. Signed articles do not necessarily reflect the consensus of the clubs or its officers.

We're on Facebook Too:

MONTANA BMW Riders

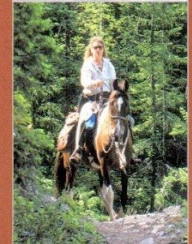
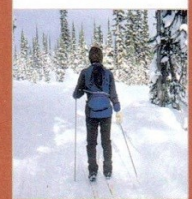
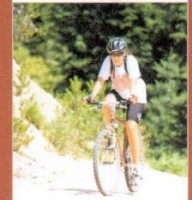


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2018 RIDE SCHEDULE

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

MONTANA BMW RIDERS NEWSLETTER

Park 2 Park

Only one month left to see Montana's Parks. The Fall colors should be brilliant and cool weather is now no excuse. Eighteen riders have scored more than one park and a couple have just signed up. It's not too late to join the fun! Happy trails.

Gary or Carol Graham

gandcgraham@gmail.com

Historian's Corner



Kim sent along the photograph above with no comment.

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A LITTLE DIRT BEFORE THREE FORKS

By Chuck Reaves and Dick French

Chris Froines (Missoula) and Chuck Reaves (Missoula) took the long way around to the September Montana BMW Riders club meeting in Three Forks. Their route took them on the Forest Service roads over Huckleberry Pass (between Ovando & Lincoln) then Stemple Pass from Lincoln to Helena on the way to Three Forks. They overnighted at Lewis and Clark Caverns State Park Friday night.

The dirt started at Dry Gulch Road, three miles north of Ovando, then onto Cooper Lake Road six miles further on and then Huckleberry Pass eight miles down the road. Another 15 miles dropped them on to Highway 200 just South of Lincoln. Although unpaved for the entire way, definitely Winnebago class roads suitable for any off-road rider.



Chris Froines' Africa Twin and Chuck Reaves' F650GS in the background at the top of Huckleberry Pass. This is also part of the Continental Divide Trail for bicyclist.



Beaver Creek Road (Forest Service FS 4106) from Huckleberry Pass on the way to Lincoln, Montana. The ride covered about 25 miles of well maintained (Winnebago Class) roads. Also, great weather for mid-September.



Chris Froines and Mike Kreikemeier (who joined the ride at Lewis and Clark Caverns) breaking camp at Lewis and Clark Caverns. Cabins are a great way to bed down after a long day's ride. Although there was no place to eat in the immediate area, Chris Froines' Jet Boil, Chuck Reave's coffee, Mike Kreikemeier's chips, and Mrs. Reaves foresight to stuff some banana bread in Chuck's saddle bags constituted breakfast.

MONTANA BMW RIDERS NEWSLETTER



Mike Kreikemeier proved to be an experienced guide for the back roads in the area but does not believe in the "Winnebago" level of difficulty classification.



Chris Keyes joined the group at Three Forks to follow Chris Froines' 'short way home' route via way of County Road 672 on the south side of Georgetown Lake, which eventually intersects the Skalkaho Pass road.

Chris Keyes and Chris Froines at Skalkaho Falls.

I used a Forest Service map, Chris Froines used his iPad and phone, but even with that we still got separated. As for the Forest Service maps, the west half of the Huckleberry Pass route is in the Lolo National Forest and the east half is in Helena National Forest, and only one mentioned "Huckleberry Pass".

Along the way we encountered two black bear cubs, who climbed a Ponderosa pine tree adjacent to the road. After considering the momma bear may be close by, we elected to forego pictures.

Also this pass is part of the Continental Divide Trail where we passed three bicyclists and no cars. From there it was in to Lincoln for lunch. Then the plan was to go over the dirt pass, Stemple Pass, into Helena. Here's where the plan changed. Unbeknownst to me, at a junction off the main Stemple Pass Road, Chris decided to take a spur route off the main Stemple Pass Road onto a more challenging road to scout it out. It apparently was too tempting. When he didn't return after 30 minutes, I took the main Stemple Pass Rd heading into Helena. I stopped at the Silver City Bar and was able to contact Chris on his phone. He figured out where I was and 30 minutes later we headed east to I-15, then to Boulder on Highway 69, coming out between Whitehall and Cardwell. We were about an hour from dusk and with no place to get food at Lewis n Clark State Park, we had dinner at the K-Bar in Whitehall. Not sure any place to eat in Whitehall doesn't have the name Bar or Salon incorporated in them.

After eats on to the L&C Caverns campground where we met up with Mike Kreikemeier from Bozeman. We had some wonderful cold beverages and a large fire outside our camp cabin. I think Mike knows every road in Montana as he knew every one we'd taken that day and recommended more fun roads for the tomorrow. The next morning we were off for breakfast but got separated from Chris. Mike and I decided to skip breakfast after munching on homemade banana bread my wife had sent along. Mike was hungry for dirt roads so I followed him along a road with the moniker, Old Yellowstone Trail. It's a dirt road of about 12 miles that ran through ranch land from Harrison NE to Willow Creek. After starting out following Google Maps thru a farmer's field, running along his sprinkler line, we found the real road, passing farm equipment and a truck or two on the way to where the road comes into Willow Creek from the south. Mike stopped and pointed to a nondescript building in Willow Creek claiming it had some of the best ribs in Montana. It was the Willow Creek Cafe & Saloon (of course). So after all that riding, I have a reason to go back.

After the meeting at Sacajawea Inn, Chris Keyes, Chris Froines and I headed back via I-90, Anaconda and over Skalkaho Pass; getting back to Missoula via Hamilton & the Bitterroot. Here again Froines decided on a more challenging route and turned by Georgetown Lake going along the lake's south side, the road turning to dirt. At one point we we're headed to E. Fork Reservoir but I couldn't begin to tell you which roads we took. We did all stay together and had a very enjoyable ride on those back country dirt roads leading up and over Skalkaho Pass. By Hamilton, darkness and rain descended, so we were glad to have good old paved Highway 93 to take us the remaining miles home.

Chuck Reaves