

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS :

BMWMOA #155

AMA #6830

Next Meeting

Echo Lake Cafe

Big Fork

1:00 PM

20 June 2020

-HOME OF THE NEXT BEST RIDE-

President's Corner



The recent arrival of the first truly hot weather of the year indicates that summer is really on the way. Seems like we're officially in that time of year when it's smart to pack along both the cooling vest and the heating vest, with the likelihood of needing both in one day. The Philipsburg meeting in May was one where neither vest was needed. The day was overcast but mostly dry, and the temperatures were mild. To get to Philipsburg I took a roundabout route via a mix of highway and unpaved roads through the Black-foot Valley, passing through Ovando and Helmsville before turning south to Drummond and the Pintler Scenic Byway. A week of heavy rain leading up to that weekend had turned the dirt roads somewhat muddy and filled the potholes with puddles. I started out from Missoula along with **John DiBari** and **Mike Wright** before splitting off at Clearwater Junction to allow them a longer route while I made sure to be on time for the meeting's start.

This was our first club meeting of the coronavirus era, and it turned out that Winninghoff Park worked out really well as an alternative club meeting site! The Philipsburg Rotary Club has done an amazing job providing the town with an outstanding public facility (including a most-welcome public restroom), and it proved an excellent venue for us. Eighteen Montana BMW Riders pulled into the lot, set up camp chairs in the field by the outdoor stage, and either unpacked picnic lunches or set off on foot toward the main street eateries. **Lance Lerum** and I made a beeline for the barbecue restaurant but found it closed; our disappointment didn't last long though, as we found hot sandwiches across the street at Doe Brothers.

At the park, the open-air setting provided an opportunity for conversations that seemed freer and more engaging than I remember being possible at our typical restaurant meetings. It felt a little bit like being at a rally or a campground. **Nancy Davis** and **Annie Huddy** brought along chips and cookies that they generously shared. Two highlights for me included meeting and conversing with members **Paul Smietanka** (Clancy) and **Mark Ellzey** (Helena). Paul arrived on his exotic Moto Guzzi Stelvio, which injected some additional variety to the conversation – centered mainly on the Moto Guzzi's transverse v-twin engine, and the company's scanty dealer network. Congratulations to raffle winners **Dave McCormack**, who claimed a bottle of The Biker zinfandel wine, and **Mike Wright** who owns a new AMA t-shirt.

My ride back to Missoula with **Lynden Clark** and **John DiBari** along the banks of Rock Creek was picture-perfect for the first hour or so. It became a little less perfect when the rear tire on John's Africa Twin began losing air and started squirming around on the dirt. Fortunately, we had tire irons, replacement tube, and air pump on board, and found a nice flat grassy spot to play shade-tree mechanics for awhile. Another good reminder of why it's best to run with a couple friends and be prepared for uncertainties if you're going to be riding in the Montana woods.

MONTANA BMW RIDERS NEWSLETTER

President's Corner - (continued)

Speaking of uncertainties, it appears that this summer will be one with lots of them. The Canadian border remains closed, all Motorcycle Safety Foundation (MSF) riding classes by Montana Motorcycle Riding Safety have been suspended, and most rallies have been shuttered. Since I wrote last month, Touratech canceled its big Rally West event scheduled for June, and the Washington State BMW Riders canceled their July Cascade Country Rendezvous. But Montana is in phase two of its re-opening process, with restaurants opening up and the Montana 14-day self-quarantine for out-of-state travelers is ending. We can be thankful that our state is faring relatively well. As of May 29th, we are ranked 49th in the nation with just 485 cases. However, as a club we will continue to take COVID-19 seriously, and will take stock of the situation on a month-by-month basis. We will proceed with plans for **our next MTBMWR meeting at the Echo Lake Café in Bigfork on Saturday, June 20th**. Members are encouraged to remain vigilant about safety and distancing, and to use a mask whenever distancing isn't possible. That said, I hope to see many of you up in Bigfork later this month.

Chris Keyes

President

Montana BMW Riders

BMW MOA Ambassadors - Annie and Kevin Huddy



Kevin and Annie are having entirely too much fun, and asked that I adlib for them in this month's issue.

Be sure to check out their ride in the Ural Playground southeast of Marysville further on in the Newsletter.

Also, keep working on the "Courthouse" ride competition. *Editor*



Jefferson County Courthouse - One down and 55 to go!



You will have to admit, picking up the mail with your grandkids is easier on a Ural.



MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasures Column - Dave McCormack



First things first... the treasury is still in good shape and we are still carrying over 100 paid members of the club. During the quarantine period, the club committed to spend a few dollars having a reprint of our club stickers. We are waiting our turn in line at the printers as they spool back up from a complete shutdown. Our stickers are made of police grade reflective material and our stickers had to be special ordered from a special supplier. Usually the stickers are given out to only new members, but occasionally to repentant members who lost, damaged, or sold a bike with the original sticker still on it. Watch the next newsletter for further developments.

Dave McCormack

Secretary-Treasurer

Need Versus Want

On a recent ride, I spent some helmet time thinking about “the next” bike. My first mental hiccup was with the words ‘need’ versus ‘want’, as in ‘I need a new bike’ or ‘I want a new bike’. Well known to most of us is the idea that a bike becomes too familiar, too predictable, too dated and maybe, too boring. That vague feeling prompts us to dream of roosting on a new perch. I mentioned my musing to my wife and was met with the familiar phrase, “But, what’s wrong with the current bike?” At this point, you know you are facing the replay of the Myth of Sisyphus...nothing but rolling the stone uphill for the rest of eternity. So, I answered as carefully as possible, “...there’s nothing wrong with it... so far... but it’s got ‘X’ thousand miles on the odometer and we’re heading into the expensive maintenance period”. Do not then go in to a long expose about boredom, new technology or impending safety issues. It’s fruitless. You’ve already lost the battle. Best to keep mouth shut and move on to plan B, because most partners think the purchasing of anything must come from need, not want.

For me, the problem of shucking the current bike for a newer or different one, comes back to need versus want. No one needs a new bike. It’s really about “wanting” one. Motorcyclists, like us, prefer the activity of riding in and of itself. It’s not really about showing off or having the newest bike, it’s more about the challenge that a bike presents. And, when the challenge has been reasonably mastered, it is time (in our minds) to move on to something more challenging. Or we may have altered our thinking about the kind of riding we want to do. It’s the idea that the next bike should specialize in that new activity... for instance to move from pavement touring to a mix of pavement and off road or mostly off road and difficult. In any case, it’s not about need ...ever. It’s about the natural evolution of our riding interests and capabilities coupled with advancements in technology and reveling in the different experiences of fellow riders calling us to new adventures. So, don’t be telling yourself that you need a different bike. Instead, simply say something about your riding interests have changed with the times and you see a possibility of expanding your riding skills and stretching the horizons with a different type of bike, more matched to those opportunities and expectations.

It didn’t work for me either. I’ll try again in the fall, hoping she’s forgotten because I want a new bike.

Dave McCormack



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator



We are just getting back to Bozeman after our winter in Lincoln, CA where, prior to the pandemic, we were able to socialize with relatives and friends and I was able to attend some events including a nice ride in January with the River City BEEMERS (RCB) group.

One interesting thing we did for the February RCB meeting was to have a class on advanced Base Camp and GPS programming. It was very informative and helpful to all that attended. I don't know if we have any Base Camp/GPS experts who could lead such a class. I certainly don't qualify. I would certainly like more "schooling" on Base Camp and GPS programming.

I also joined the Sun City Lincoln Hills Roadrunner motorcycle club, but only was able to attend one meeting before the lockdown and rides were canceled. I am hopeful and looking forward to getting back at it next fall. A small but interesting group of senior riders.

After some discussion, plenty of ruminating and consideration **Mike Hofferber** and I decided to at least go ahead and schedule some Billings area rides. Obviously, these dates still depend on the phase of re-opening and each individual's comfort level with attending a ride. Breakfast and lunch are certainly optional for the riders, not required. Another option might be to bring along a lunch or get one at a drive-up window or to-go facility and socially distance whilst we eat. I have a great fold up chair I got at REI to sit in. It is very low and getting harder to get out of the older I get. I may need help to get up.

As of now the **Beartooth Rendezvous** is still on and we can be hopeful that it will be safe and fun. I have made a motel reservation for the event and certainly hope to attend. It is a great rally and the club ride will be very fun as well. Hopefully we as a group will attend (assuming we all feel safe) and support this great event. As the original founders and managers of the Rendezvous move toward retirement our club, in my opinion, should consider co-sponsoring the Rendezvous with the Beartooth Beemers. Something to think about.

Hopefully we can schedule some Bozeman area get togethers. I am thinking possibly a Saturday destination with a picnic area and the ability to either bring lunch or get lunch at a convenient facility. I will give it some thought and if things are improved try to think of good destination for a picnic lunch. If anybody has a good idea for a destination I would be very glad to hear of it.

Not a long column this month, I hope you will enjoy my equipment review and will consider the Billings area rides.

Ride safe, keep the rubber side down.

Tom Moe



MONTANA BMW RIDERS NEWSLETTER

WEBMASTER - Lance Lerum



Hi all, **Lance Lerum** here. It was just four years ago that I was surfing the web, looking for some airhead parts, when I came across the MTBMWRiders website. I saw that there was an upcoming lunch meeting in Whitehall, and being just up the road in Townsend, I decided to check this bunch out. I walked in and this group all scooted over and made room for a new guy, as I've seen them do many times since. Great group; all wore helmets. I met a number of you that day and found like-minded riding partners and friends that have enabled me to go on some memorable rides these last few years that I can't imagine happening otherwise.

The presence of this website enabled I, and likely others, to discover this club and all the positive things it has provided. It is because of my appreciation of this site that when **Dave McCormack** mentioned in the newsletter that **Mike Wright** was ready to take a well deserved break from years of developing the website that I decided that, if I could learn the ropes, I would attempt to give back to the club. I am not a web guru, but after a couple socially distant, remote computer sharing sessions with Mike, I am able to make updates and such to the site. I have a lot to learn about websites, but I have spent enough time around computers and various programs that I know to push every damn button until I can figure out how to do things. As long as I am learning, I'm interested, so this will likely keep me entertained for quite some time.

Mike has built a great website for us and we all owe him a heartfelt thank you. I am content to maintain the site as is or make incremental changes as my abilities improve. I am a retired Wildlife Biologist and have fallen into a philosophy of evolution rather than revolution, meaning I much prefer to build upon, rather than totally upend and change things. This fits in with BMW's incremental changes and improvements to the old airheads where the bikes pretty much stayed the same for many years, with gradual minor improvements, that could often even be retrofitted to the older models. 'Simple by Choice' was and is a great mantra. That said, I do appreciate ABS and fuel injection and the improved power and efficiency modern engine management provides. I just am not a fan of change for change sake. I'm sure you have all been as frustrated as I have when a familiar site has been 'updated' and you can no longer find or do what used to be so easy.

It is your site, so if you haven't been there in a while, please take a look again, with the perspective of first walking into a room. How does it look? Can you find what you are looking for? Is there something else you'd like to see included? Do other sites you visit provide ideas for something you'd like to see here? What needs to be updated? Dick has inspired lots of you to contribute and puts out a fantastic newsletter and I hope to also hear from you on whether there might be things you'd like to see on the website. Let me know and I'll discuss with the club officers and see what can be done. No hurry, I'll be gone the first couple weeks in June on a ride...social distancing, sleeping on the ground, and moving to the ugly side of the campfire smoke.

I look forward to hearing from you,

Lance

jllerum@gmail.com

406-521-0468.

We're on the Web:

www.mtbmwridders.org

MONTANA BMW RIDERS NEWSLETTER

Editor's Corner



These are challenging times for all of us, but they may be a bit easier to cope with for those of us who ride motorcycles. Having never been one who deals with being 'house-bound' well, my motorcycle let me return to the natural order of things. I have to admit that to the detriment of those who could not drive their four-wheelers, the highways and bi-ways were void of traffic, thereby enhancing a motorcycle experience. From the photos and emails I have received, many of you took advantage of the open highways and off-roads during this 'lock-down.'

According to the State's official website, the quarantine requirement will be lifted as we go to press, so we may see an influx of out-of-state riders taking advantage of Montana's excellent motorcycling features.

Historian **Kim Lemke** informed me that May is "Motorcycle Awareness" month. What better time to do some articles on the Missoula Police Department Motor (Motorcycle) Patrol. Thanks to **Greg Hintz**, a retired Missoula County Deputy Sheriff who put me in touch with several other retired law enforcement officers. They may wear a badge, but motorcycles run deep and long in their DNA. I hope you find the article interesting. As a follow-on for later issues I hope to do rider profiles on the Motorcycle Patrol officers as well as cover their rider training course. Stay tuned!

Thanks to all who have contributed, the especially the Letters to the Editor. This NEWSLETTER is for the club members, what they think and what they want to say about motorcycling, so I try to include everything I receive. If you don't see something you submitted, it was unintentionally omitted. Let me know, and we'll pick it up in another issue.

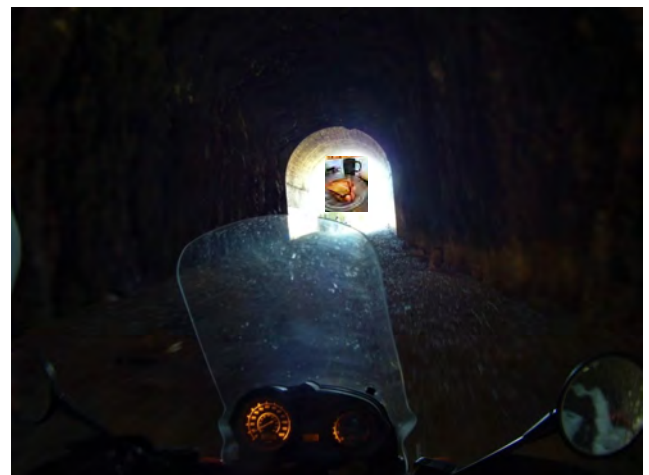


Dick French - Editor



Editor's Trivia

Who, among you can lay claim to have ridden a motorcycle, owned, borrowed or stolen to this marker? A single photo of rider, motorcycle and marker required, or a sworn affidavit by a fellow rider of equal integrity.



There is light at the end of the tunnel!

MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol



Meet Sergeant **Matt Kazinsky**, Officer-in-Charge of the Traffic Division, which includes the Motor (Motorcycle) Patrol. From his offices on 109 North Catlin Street, he supervises two to five motor patrol officers. Two long time officers, Jim Pontrelli and Ryan Ludemann are augmented with two or three additional officers during the summer months.

Motorcycles have been a part of the Missoula Police Department before it became a police department. The town of Missoula was chartered in 1883. The police department was formed on April 23, 1883 with two officers.

The first mention of motorcycle patrolman in the council minutes was on August 5, 1914, in the wages paid column. Patrolman **A.J. Held** was paid \$75 for the month of July. His normal monthly salary was set at \$100 per month. There is some speculation this may have been a contract position, and not a city employee. On April 1st, 1921 the department purchased a Harley-Davidson motorcycle for \$389.10.

According to police department records, **Lyle Ward** was the first known Motor Officer of this area. Ward worked full-time as a brakeman on the railroad. In March of 1934 Ward was hired part-time by the Missoula County Sheriff's Department and the City of Missoula Police Department. The County paid his wages and the City paid for fuel and the motorcycle upkeep, indicating it was probably Ward's personal motorcycle.

A story in the Missoulian (March 7, 2003), Bob Chandy reported **Edwin Russ**, a member of the Missoula Fire Department in 1938 switched to the Missoula Police Department to become a motorcycle patrolman. The article reported Russ was Missoula Police Department's first motorcycle patrolman, and possibly the first in Montana. The photo below is Officer Russ instructing a 'three-wheel' officer and the other is Russ on his two-wheeler. Both photos are circa 1950s.



Prior to having a Missoula City Police Department, there were area constables. This constable is shown on his Harley-Davidson in the 1920's. His bike was built from 1916 to 1924. Historic Fort Missoula can be seen in the background. (Photo courtesy Grizzly Harley-Davidson)



Photos courtesy Missoula Police Department

MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)



A document, "A Brief History of the Police Department" compiled by Robert S. Reid (Retired Captain) references 'three-wheelers' and minus 20 degrees in the "...early 1950s...." The photo on the left notes the Studebakers cars were 1955 models. "1958" is inscribed on the bottom of the photo that show what appear to be two 3-wheeler and a two wheeler as part of the police motorcycle patrol.

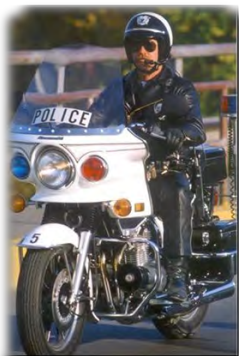
The Missoula Police Department motor patrol unit was disbanded in 1963. In the early 1970's a young man from Glasgow, Mon-



tana named **Carl Ibsen** arrived in Missoula fresh from an Army Infantry tour in Viet Nam with the intent of joining the police department. Ironically, being just short of his 21st birthday, the minimum age to become a policeman, he worked the lumber mills in the area until he could join the force in November 1972. He learned motorcycling in the hills around Glasgow riding various Honda 50 and 90 cc models. By 1978 he convinced the Police Department management and the City Counsel to reactivate the motor patrol unit. With the purchase of two Kawasaki Police 1000 models, and Carl as the officer-in-charge, the Motor Patrol returned to Missoula streets. Part of his contribution to the unit was enrolling in and completing the two-week California Highway Patrol training for motorcycles. With this, he could both train and certify the Missoula unit's riders. Carl spent nine years in the patrol. After retiring from law enforcement in 2014, he keeps up his riding with a 2012 Harley-Davidson Road Glide and a 2015 Ural.

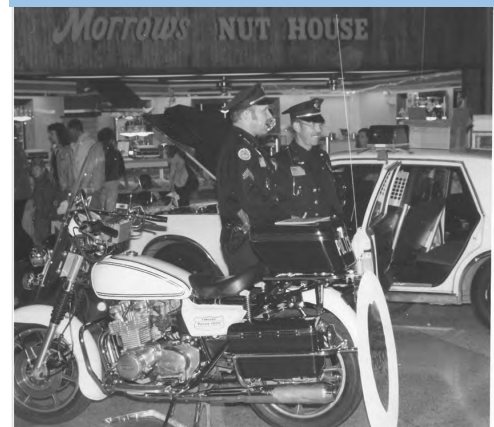


Some may recognize this Kawasaki police model made famous by the TV Series "Chips" that ran from 1977 to 1983.



Another member of the motor patrol was **Dick Lewis** who joined the unit in 1980 and continued for another 23 years. He recalls starting with a 1978 version of the Kawasaki 1000 that was modified for a police pursuit motorcycle, primarily targeted for the California market. That was followed by later versions specifically designed and built for police work. Lewis noted that his fellow officers were not only dedicated to law enforcement, but also to the uniqueness of their unit.

Each took pride in their assigned motorcycle, doing much of their own routine maintenance, and especially keeping them clean. This fit well with their community outreach philosophy. Members of the unit lead parades, were present at high school events and showed off their motorcycles in Southgate Mall. (*Officers Lewis and Millhouse at Southgate Mall in photo on the right*)



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)

In the community outreach philosophy, a police motorcycle parked in his driveway was a sure attraction for the neighborhood kids. Before the days of social media, officers would loop through high school parking lots (hot rod were the rage then), and the local drive-ins, essentially establishing a personal interaction with the youth of Missoula.

The Missoula unit established a relationship with a similar, but much larger Los Angeles Police Department, which was the focus of motorcycle patrol units. This relationship became a source of spare and replacement parts for the Missoula's Kawasakis. Dick Lewis also enhanced his riding skills to become an riding coach qualified to certify other motor patrol officers. It was during his time with the unit that Harley-Davidson initiated its corporate program to gain market penetration with the "dollar-a-year" lease program and the Missoula unit changed to the Harley models.

During his tenure the patrol routinely included four to six officers.



The Motor Patrol has continued unabated since 1978 with Kawasaki's, Harley-Davidsons, Honda VFRs and now BMW R1250 Police models. Sergeant Matt Kazinsky, a four year veteran of the unit, became the unit commander in 2020 with 15-year veteran Jim Pontrelli and 14-

year veteran Ryan Ludemann. As we go to press, additional officers have not been assigned, but when they are, Patrolman Pontrelli and Ludemann will provide riding skill training for the new officers. I hope to cover that in a later Newsletter issue. *Editor*



Officer Dick Lewis performing the close order drills for which motor patrolmen are well known.



Officers Pontrelli and Ludemann performing a little community out-reach to a local teenager.



Patrolman Jim Pontrelli



Patrolman Ryan Ludemann



Sgt. Kazinsky, Patrolman Ludemann and Patrolman Pontrelli at their 109 North Caitlan Street headquarters.

MONTANA BMW RIDERS NEWSLETTER

Safety Corner - Larry Banister

This month's safety article is prompted by a recent observation. While driving down the street in my pickup, following a properly attired rider on a new GS, we both came up to a red light. The rider began slowing significantly in advance of the intersection, removed both feet from the pegs, covered a substantial distance in this posture, then arrived at the stopping place and put both feet onto ground.

Question: When is a motorcycle the least stable? Answer: At very low speeds when the gyroscopic affect is insufficient to provide stability. Second Question: When does this low speed instability routinely happen? Answer: When starting from a stop and when coming to a stop. Third Question: What is the method of braking that is the most effective? Answer: Gradual pressure on both the front and rear breaks, increasing the pressure until a full stop is achieved.

The rider that I was following violated all of the above practices and the result was: 1) a longer period of instability (how many of us like that feeling?) and, 2) failure to use the rear the rear brake when stopping (right foot was off the brake pedal) thus extending the stopping distance,

So here is the practice for you this month: Minimize the period of motorcycle instability in both starting and stopping. When starting, keep both feet on the ground, smoothly engage the clutch and 'duck-walk' a couple of steps as your speed increases, putting your feet up when the bike moves toward stability. When stopping, keep the distance where you lose stability to a minimum. Pick your stopping point. Estimate the point where you can begin application of both front and rear brake, coming to a full stop at your desired point with both brakes still applied, putting your left foot down—your right foot should still be on the rear brake when you come to a stop. Practice should allow you to come to smooth, controlled stops in a distance that minimizes that 'low speed instability.'

The practice of smooth starts and controlled stops, both of which minimize the period of low speed instability will not only improve your basic techniques, it will minimize the time when you are moving at a low unstable pace, which we all know not only feels insecure but can lead to a dropped bike, potential injury and certainly damaged ego, particularly if a dropped bike occurs where all your riding companions can see you.

Ride safe, and practice your stopping and starting techniques till you look and ride like a pro!



Larry Banister

Safety Mom, Montana BMW Riders



MONTANA BMW RIDERS NEWSLETTER

Mileage Contest - Larry Banister

Well guys and gals, we're well into the "new normal" whatever that means, but for our Montana BMW Riders mileage contest, it means we have the most ever officially participating! I would think that with the wonderful challenges put together by Huddy and company, and the fact that motorcycling is the one thing that we can do without running afoul of the social distancing guidelines, we should have a great summer. Here are the names of the "official participants" for this year's contest:

Gary Armstrong,

Larry Banister,

Robert Carpenter,

Don Davis

John DiBari

Dick French,

Bruce Gobeo

Carol Graham

Gary Graham

Annie Huddy

Chris Keyes

Kim Lemke

Dave McCormack

Lonald McComas

Donna McInerney

Mike McInerney

Mike Meredith

Thomas Moe

Chuck Reaves

Tina Reinike

Ken Senn

Mike Wright

So..."light 'em up" and we'll see the winners announced at this year's Christmas Party.

Larry Banister

Mileage Contest Coordinator
Montana BMW Riders



MONTANA BMW RIDERS NEWSLETTER

Motorcycle Awareness Month (May) and How it all Began - Greg Hintz



I was always an admirer of those who had the opportunity of riding a motorcycle, trail riding, touring, and group gatherings. I had no desire to do a Bobby Knievel over 10 cars either on a motorcycle.

It wasn't until 1981 that I finally purchased my first motorcycle, a 1979 Honda 750 Super Sport. Through the years I progressed to Honda Goldwing models, 1100, 1200, and 1500 and now on my second 1800. Years later I found that I needed some other hobby besides competing in handgun completion's around the NW. I needed something not associated with enforcement, and a new group of friends, who just wanted to ride, socialize and have fun.

I participated in the Lawman 1000. This was the forerunner to the Hope Project which provides requests of families and their child's last request! I also got involved with the group of attending the Rose City 500 in Portland Oregon every spring. By the year 2000 I was a member of GOLD WING ROAD RIDERS ASSOCIATION (GWRRA), which now has a membership of 60K members world-wide. I started the GWRRA Chapter (Big Sky Wings) in Missoula in 1993, and was chapter director for over ten years, and have now moved on to other roles in the chapter and Montana District.

Upon my retirement from law enforcement in December of 2010, I knew that I was going to need something to keep me active in retirement. During the last 30 years of my law enforcement career I traveled all across Montana and the NW providing law enforcement instruction to law enforcement, military and civilians.

By April of 2010 I was enrolled in a GWRRA Instructor Development Program, with the intention of becoming a Certified Rider Coach Instructor. With several more certifications acquired I now teach the Advanced Rider Course (ARC) and the Trike Rider Course (TRC).

Note: *The Trike Rider Course allows instruction to those who ride Harley Davidson Trikes and Can-Am three wheelers. These are very popular with our members, especially women who want their own ride.*

In addition I've also become an Instructor for the GWRRA University, and an Instructor Trainer for Instructor Certification in the University.

The Rider Education Program, through GWRRA really encourages members to become involved in the Level's Program.

Level 1- Safety by Commitment- Rider/Co-Rider

This program is a commitment to safe riding, by encouraging every new or transfer member to be involved in this program. Beside Fun and Knowledge, ours and their safety on the Motorcycle is paramount.

Level II- Safety by Education – Tour Rider/Co-Rider Education.

Requirements, enroll in Level 1 program, MC Endorsement, have 5000 safe miles, and attend an approved Rider Course (ARC or TRC) within 3 years.

MONTANA BMW RIDERS NEWSLETTER

Motorcycle Awareness Month (May) and How it all Began - Greg Hintz (continued)

Level III- Safety by Preparedness – Certified Tour Rider/Co-Rider

Completed requirements to for Level I and Level II, successfully completed and maintained Rider Course Certification (every 3 years) Completed CPR/First Aid Certification (every 2 years).

Carries First Aid Kit on Bike.

Leve IV – Master Tour Rider/Co-Rider

The Master Program progresses to the next level while maintaining the Rider Course Certification and First Aid/CPR requirements. Senior Master (5) years. Grand Master (10) years.

Life Grand Master (15) years.

Members who age out on the Master's Program, can maintain their last certification status with the only requirement of maintaining CPR/First Aid certification.

Finally every year at the annual Wing Ding they hold a Masters Breakfast or Lunch for Master/Co-Riders in attendance. Every year at the annual national convention they hold a special breakfast of lunch for those in attendance for the Master's Program.

GWRRA University

The Leadership Training Program has recent evolved into the GWRRA University.

The University is becoming the keystone, supporting the GWRRA Association's Membership as it is today. Taking the direction of developing future leaders of the association.

There are two main focuses of the University to offer vibrant programs from which well trained leaders can continue the practice of education, coaching and mentoring!

The second is to provide members access to some of the safety, professional and personal education and training for the world-wide membership of the GWRRA.

The COVID-19 Crisis, has certainly brought about unexpected change.

Scheduled District Training Events and the Annual Convention in Springfield have been cancelled for safety concerns to it membership!

The Director of the University initiated training to our membership via Zoom. This has been very successful for the month of May and scheduled through June. I myself will have taught two courses "Riding in the Heat" and Riding in the Rain" to six audiences in May with over 150 signed up for the classes.

The old days are gone when you learned to ride by mistakes made or observed. The Rider Education Programs and Instructors are committed to Safe Riding for the Rider/Co-Rider on our way to lunch, dinner or Dairy Queen. In addition, long gone are the days when you show up to a gathering and find out you are it! The University provides leadership/management courses for leaders, assistants, treasures, newsletters, membership coordinators, rider safety for members at the chapter level through district management!

Check out the GWRRA.ORG website. Every member/family receives Wing World magazine monthly, free rescue roadside assistance, and the GWRRA Gold Book membership contacts worldwide.

MONTANA BMW RIDERS NEWSLETTER

Motorcycle Awareness Month (May) and How it all Began - Greg Hintz (continued)

You are probably asking yourself why Greg is a member of this organization. Because I see many of you around Montana or other events. The individual bikes you ride are different and set up for touring on road and off road. Finally when you surround yourself with people like you, you can learn so much, and have so much fun, let's ride to a Dairy Queen, hint, hint!

Greg Hintz

Greg Hintz, Missoula, MT.
Senior Master
GWRRA Rider Coach Instructor #631
ARC/TRC, University Instructor
University Instructor Trainer



Greg on his Goldwing and Hannigan trailer loaded with training material, practicing what he teaches.

Rider's Corner



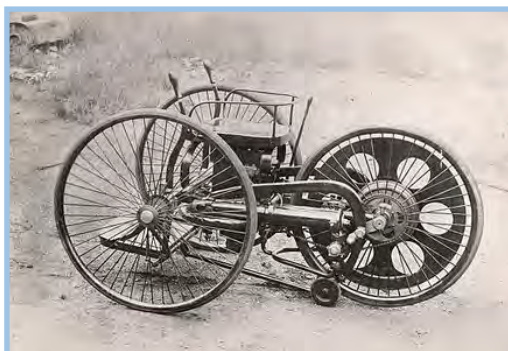
SITTING ON TOP OF WATER WORKS HILL, THIS PHOTO WAS TAKEN IN APPROXIMATELY 1946. MOUNT JUMBO CAN BE SEEN BEHIND THIS GROUP OF LOCAL MISSOULA RIDERS. THEY ARE, FROM LEFT TO RIGHT, BILL WHEELER, RON SUMMERS, HAROLD "FOO FOO" KING, JOHNNY MEYERS, BOB LINE, CHUCK BEERS, (CHUCK WAS A MECHANIC AT RUSS CYCLE.), WHITEY HARMON AND HAROLD HUGGINS.

COURTESY OF BOB LINE

Some of us may consider ourselves as adapting to the newest niche in motorcycling, adventure riding. The adjacent photograph of some Missoula riders, in 1946, as our fore-runners, but without the specialized bikes, high end clothing and decals. Maybe history repeats itself. *(Editor)*



Perhaps before "All-The-Gear-All-The-Time" was coined.



Forerunner to our Club member's Can Am.

(Butler's Patent Velocycle)

MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS MEETING—Philipsburg



The 'new normal' found 18 participants, 14 who rode at the Winninghoff Park Ice Rink (without the ice, but a bit cool) for our monthly get together. The outside social distancing worked quite well as you will see from the photos. Open air with a typical western town backdrop.



From the left, Don Davis, Nancy Davis, Mark Ellzey, Annie Huddy, Paul Smietanka, Lance Lerum, John DiBari, Keven Huddy (back to the camera), Dave McCormack, Chris Keyes, Greg Hintz, Mike Wright and Don Deuel (back to the camera).



Interesting background. The town, named after Philip Deidesheimer who designed and supervised the construction of the ore smelter around which the town originally formed. Many buildings in the town date back to the late 1880's era.



John DiBari, who took one of the routes less traveled (see the following page) which was apparently a bit muddy.



Brian Campbell



Gathering to prepare for the return ride. Kim Smolt (yellow helmet) waiting patiently, and Lance Lerum (yellow coat, back to camera).

MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Philipsburg



Kim Smolt



Sandy Knutsen, occasional chase car driver was also present.



Greg Hintz

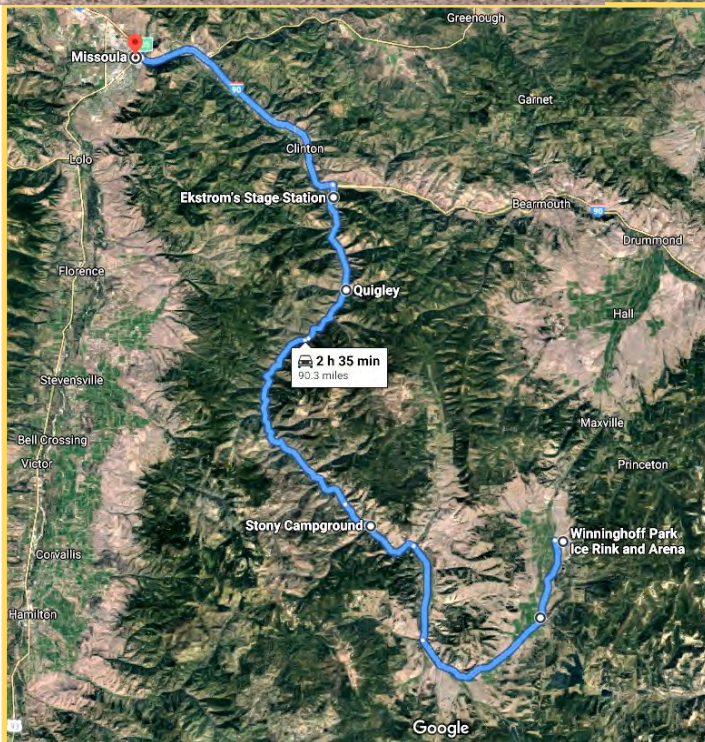


Don Deuel



Lynden Clark (far left), John DiBari and Chris Keyes took the roads less traveled to the Philipsburg meeting. See the track below. In the photo on the left, they are preparing to return to Missoula via way of Rock Creek—see the track on the lower left.

Google Maps TOWN PUMP BONNER 1 #8500 to Winninghoff Park Ice Rink and Arena Drive 118 miles, 3 h 12 min



The 'adventure' part of adventure riding. A puncture on John DiBari's Africa Twin brought out the best of their repair skills. Fortunately there was a break in the rain clouds, so it was almost enjoyable.

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road

The Club's Ural contingent did not wait for the snow to disappear, but went to find the snow in the "Ural Playground". The area between Marysville, Austin and the Mullan pass is laced with roads, mostly unmarked, that in general when going downhill will lead out of the area. Mullan Pass, is about eight miles north of present day MacDonald Pass on US Highway 12. The pass is where Captain John Mullan's military road crossed the Continental Divide in 1860. Today it marks the Burlington Northern Santa Fe tunnel crossing the divide. If you choose to meander long enough, a Forest Service road intersects Highway 141 just



west of Avon, an adventuresome pie and coffee ride. **Annie Huddy** wrote: "Fantastic ride. Got stopped by the snow drift on top of the Austin road. Was trying to get to the Mason's site on top of the pass and then to Priest Pass. Turned around and noticed the trestle. Watched a long coal train go over the trestle. Saw a short spur road leading to the trestle, took it on the way back. Watched another train from there. Very cool being that close to the trestle with the train going by."



MONTANA BMW RIDERS NEWSLETTER

Letters to the Editor

The May issue of the NEWSLETTER had two mystery photos of motorcycles that I could not identify with an owner. The mysteries have been solved. **Editor**



Hi Dick, I've been riding a bit and really enjoying it. Decided to ride solo per my personal commitment to social distancing. Photo of the stunning peaks in the Big Hole with my Trophy in the foreground. Nice 300+ miler to Dillon & around on 4/8. Hope all's well with you, be safe.



KEN SEIM



Dick that is my KLR up Douglas Creek South of Hall. By my Son's place.

John Webster



You have heard the saying, "A dirty adventure bike is a happy bike." Look closely at the wind screen on Mike Wright's bike.



Kim Lemke's Royal Enfield at his 'place of work' to remind us June 15th is "Ride Your Bike to Work" day. More on that later in the month, and hopefully photos and emails from those who ride to work on June 15th.

MONTANA BMW RIDERS NEWSLETTER

Letters to the Editor (continued)

Motorcycle Endearment

I haven't owned many motorcycles, maybe 15 in all over the course of 45 years. It started with a dirt bikes and progressed to a vertical twin, an airhead, a 4 cylinder in-line four Kawasaki, a VFR, and then a series of K bikes (k11RS, K12S, and K13S – seven in all). I've liked all those bikes for one reason or another, but the K1300s I have now pushes all the buttons: tons of power, sporty, and fantastic for touring. As useful and enjoyable as my previous bike have been, none have completely captivate my imagination until the one I found in the summer of 2005. It was then that I learned through a friend that Aaron Cundall (some of you may know him as the guitar player with Little Elmo and the Mambo Kings) was selling a 1974 Norton 850 Commando. Aaron was, and I imagine still is, a huge British motorcycle enthusiast, with a bevy of Triumphs and BSAs crowding his garage. I had always dreamed of owning a Norton ever since I saw my neighbor riding one in 1969. What a machine: the look, the speed, and the sound were breathtaking. Whenever that bike went by my friends and I would stop what we were doing and just stare as if in a trance. Well, I bought that bike from Aaron and so began the love story.

I became obsessed with knowing everything I could about the history of the company and about how to maintain that temperamental machine. I joined a Norton blog site and learned how to troubleshoot and fix just about everything. To me the bike was visually stunning in black with gold pins stripes, and with chrome in just the right places. With the engine tilted forward and the swept up pea shooter exhaust pipes it looked fast even when it was standing still. And then there was the torque and the sound, which were pure bliss.

Shortly after I got that bike I became aware of a shop called Colorado Norton Works that specialized in refurbishing Nortons. Their philosophy was not to restore these bikes to museum pieces, but rather to upgrade them to be reliable, usable machines. So I endeavored to modify my bike to address its major shortcomings while being careful not to lose the bike's identity and heritage. The changes I ultimately made were primarily to the fueling and the electronics, with only slight mods to the look of the bike. In the end these changes resulted in a bike that was easy to start, had a steady idle, and generated plenty of electricity to run the lights. Here are the performance modifications that I installed.

- single, 34 mm Mikuni carburetor
- single, dual-action coil
- 180 watt generator
- electronic voltage regulator (replaced the Zener diode)
- Bridgestone tires
- low profile front master cylinder and SS Brembo brake line
- 8mm Taylor pro spark plug wires
- new British rims and stainless steel spokes

Other modifications to improve the look and operation were:

- Corbin Gunfighter seat
- low profile British tail light
- black compact turn signal lights
- single master switch for turn signal, horn, high beam (replaced multiple, awkward switches)
- handgrips and bar end mirrors
- low profile British handlebar

MONTANA BMW RIDERS NEWSLETTER

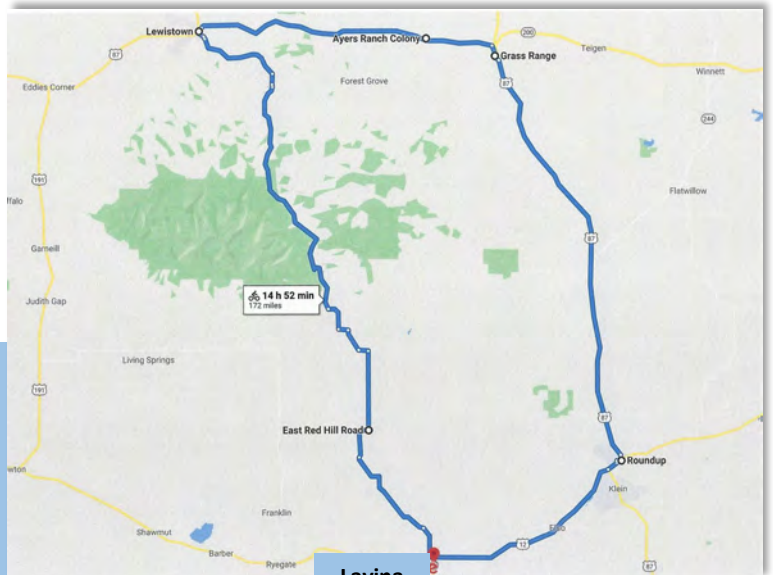
Letters to the Editor (continued)

In many ways this bike gave me the most joy of any machine I've owned. It was as much fun to wrench on it as it was to ride (and before the modifications there was a lot of wrenching). I always thought that maybe that bike, with its modification, was what Norton would have endeavored to build if the company had not gone bankrupt in the mid-1970s. BTW, a resurrected Norton company has been building modern bikes and racing them at places like the Isle of Man for several years now. They're beautiful, expensive, and difficult to get, so I hear.

Author unknown



Mike Hofferber, Billings reported he mounted some new aggressive tires on his Honda 250L and scouted out the East Red Hill Road (dark blue track on adjacent map) for some future rides with his fellow riders. Seventy one miles according to Google Maps, and all good gravel according to Mike. The loop is 172 miles, including the return on paved highway.



Editor



(This falls under the category of how do you make a motorcyclist happy? - Editor)

I've been storing Blair Krumm's R100 since last fall. It was left here after a mini-tech day with the Canadian crew. It was not running at the time. An email analysis ensued and it was determined that a DIP (dual-in-line-package) switch on the electronic ignition was in the wrong position. Blair came over, changed the switch, hooked up the battery, added some gas and Bob's your Uncle. Runs like new.

It is important to know that this could not have happened without my critical contribution. *(The shop was locked and I had the code.)*

Kevin Huddy

MONTANA BMW RIDERS NEWSLETTER

Historian's Corner - Kim Lemke

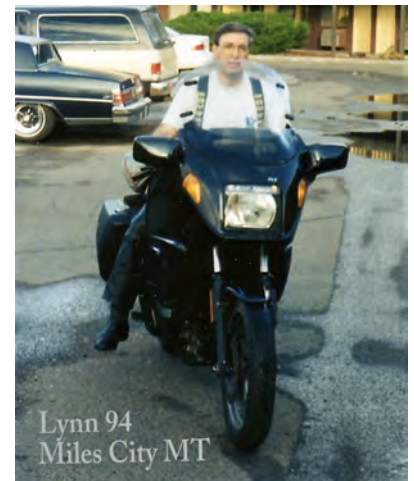


June 1985, Kim and Rojean Lemke leaving for Calgary to fly to Frankfurt, Germany. There they would borrow another BMW and tour Europe.



BRC MAY 23, 2004

The Montana Motorcycle Rider Safety became Montana's official motorcycle training school in 1989 as a part of the Montana Office of Public Instruction, Helena. Later it was relocated to Havre as part of Montana State University—Northern. The photo is a 2004 MSF BC with instructors Larry Banister and Kim Lemke (back row).



Lynn 94
Miles City MT

Lynn Springer on the way home from BMWRA Rally in Minnesota.

(Why do we always have dark hair in old photographs?) **Editor**

New (to the owner) Bikes in the Stable



Lance Lerum added a BMW F700GS to his stable and gave it run to the Philipsburg meeting. Avoided any mud apparently! Sharp looking.

MONTANA BMW RIDERS NEWSLETTER

Equipment Review - Tom Moe 33028

Aluma MC1F Trailer Review

While I would rather ride than transport my BMW motorcycle, my wife and I are now Montana snowbirds migrating close to 1,000 miles each fall and spring. We loaded up the RT for the trip last fall in the back of the pickup as we were also pulling a U-Haul trailer. Migrating back this spring we came to realize we would need the bed of the pickup for stuff and we also decided we would prefer to migrate back and forth with a SUV in the future so I began a search for a trailer to haul the bike on.

A big constraint for us is a relatively small garage and no outdoor storage space at our winter home in Lincoln, CA (Sacramento area) so we needed to either find winter storage or get a fold up trailer that would fit in the garage.

At first I searched for Kendon fold up trailers as I had seen one a few years ago in the showroom at A & S Cycles, Roseville, CA. While they no longer are a dealer there was another dealer in the area so I went and looked at Kendon trailers and was seriously considering a Kendon. One thing I did not like about the Kendon was the exposure of the motorcycle on the trailer, not much floor to speak of and no front structure (rock guard) either.



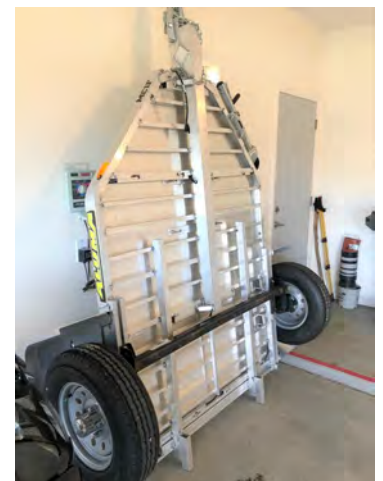
I was searching motorcycle trailers on Craigslist and the Aluma MC1F popped up at a dealer in Reno, NV. I looked it over, found the manufacturers website www.alumaklm.com and looked it over carefully. It was similar in size, weight and functionality. It also has a solid floor and a real good rock guard at the front.

I found a review on YouTube video of a guy using his. He pulled it with a Prius to go get a buddies Harley and I was pretty well sold on the trailer after that video.

I ran up to Reno and picked it up and returned to Lincoln. It pulled very easily of course behind my half ton GMC. When I got it backed in to the garage I easily removed the rock guard to reduce the stand up profile, easily folded up the tail and stood it up against the wall. At 5' 10" 180# and 71 it was a bit of a strain to stand it up, I recommend two old guys or I also figured I could put an eye hook in the wall and use either a block-and-tackle or come-along to assist with standing it up. I found laying it back down not to challenging but two guys would better than one.

Folded up the standing profile could be as small as 6' wide, 20" deep and 6' tall with the rock guard and wheels and tires removed, all easy to do.

The trailer includes a good removable wheel chock for the front wheel and a good ramp as well. The ramp is stored under the tail section of the trailer. I found it easy to load the RT. If one prefers to keep your feet on the ground something like car ramps can be placed on each side of the ramp for footing. I did that unloading the bike. Once the bike was securely on the trailer I was able to back the trailer back into the garage, unhook the trailer and easily move the trailer around the garage by hand. The tongue jack is a quality fold up jack with a wheel.



MONTANA BMW RIDERS NEWSLETTER

Equipment Review - Tom Moe 33028 (continued)

One shortcoming, the front tie downs are not as far forward as they should be for a BMW and don't pull the bike forward tightly to the wheel chock. The front rock guard position pushes the tie downs back and the trailer may have been designed more for cruisers like Harleys. An easy fix, simply place tie-downs from the center stand mounting frame to the forward tie points and cinch the bike forward pushing the front wheel solidly against the chock. It is not a big deal, I just needed a couple of extra straps.

All in all I am really pleased with the Aluma MC1F for the intended purpose and would certainly recommend the trailer for the intended use and perhaps a few other uses.

Once hooked up and underway we did find that the light duty ratcheting straps from the front forks to the tie downs loosened and I had to get the 800# ratcheting tie down straps to keep things tight. I actually bent one of the ratcheting mechanisms on the 500# models. Once tight the trailer and bike made the long trip over some rough roads very nicely. I do think that the solid floor and rock guard are great design and will help prevent rock damage to the motorcycle, especially on gravel roads and chip seal projects. The big and substantial fenders also do a great deal to protect the motorcycle. I thought the Kendon fenders too small and unlikely to shield the bike from damage.

The trailer can also be used for things like an ATV or ride on lawn mower, the distance between the fenders is 54". The deck size is advertised as 51" X 106". The included ramp is not wide enough for four wheel vehicles, car ramps or a pair of ATV ramps could be used. A pair of 4' or 5' ATV ramps would work very well for loading four wheeled vehicles.



The Aluma cost me less than a Kendon single would have and in my view is a better trailer for the intended purpose. However, Kendon's have a great reputation and should also be considered.

Another option I looked at was the Stinger from Discount Ramps. Stinger trailers are not a bad option either, less cost and foldable as well. But in my case, the folded size and shape of the stinger took up more floor space in the garage. And no rock guard and very little protection for the bike.

Aluma does not sell from their website, you will have to find a dealer if you want one. There is one in Belgrade, MT. My trailer cost \$2,529.00 out the door. The Kendon I was looking at was \$3,299.00 plus fees and the Stinger single is listed at \$1,999.00.

Ride Safe.

Tom Moe

MONTANA BMW RIDERS NEWSLETTER

Adventure Ride Notices



Montana 2020 Roads & Trails September 10-13 Whitehall, MT

Come and enjoy all the great riding types Southwest Montana has to offer. From beautiful two lane paved roads to many destinations including Ennis, Virginia City, Nevada City, Bannack, Wise River, Butte, Boulder, Whitehall, Lewis & Clark Caverns, Pintlar Range, and many more. To the awesome BLM off road complex at Pipestone. To Incredible forest service roads and much more.

For more information contact Jim Frazer at 406-490-1307 Or Lois Frazer 406-498-2885

Register online at <https://dualsport-co.com/rtr/index.php>



MONTANA BMW RIDERS NEWSLETTER

Adventure Ride Notices



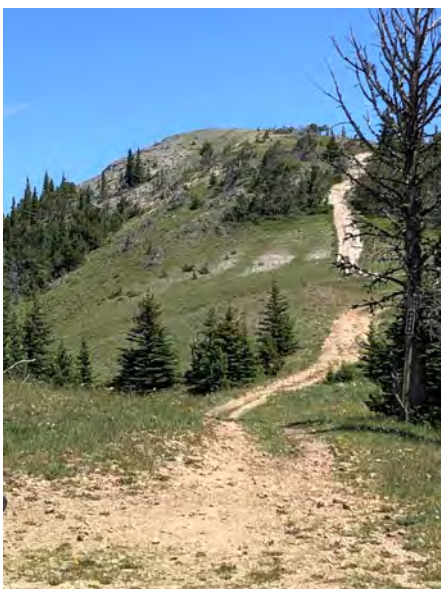
Phil Haglund

Phil Haglund, a one-man Chamber of Commerce for the Little Belt Mountains, has again volunteered to organize and lead some dual-sport rides in the region between Monarch and Neihart, Montana on either side of the Kings Hill Scenic Byway along US Highway 89. Based on responses of interest to our May 7th email the rides will be **24th, 25th and 26th of July**. Phil stated as of early May, there is still three to four feet of snow at the 8,500 foot level so he has not been able to check out the potential roads and trails for the event. Bob's Bar in Neihart will be the base camp as it was in 2019. The manager has reserved nine rooms specifically for this dual-sport event. Fourteen members have expressed an interest the ride. Should other members be interested in this ride, please contact Phil at **(406-939-0600)**. Phil is usually up to some conversation any time, and his wife Dolores would probably appreciate it since computers and Phil are not on good terms.

The photos below are from last years ride. Great weather as you can see. *Editor*



Phil Haglund, Chuck Reaves and Mike Kreikemeier.



MONTANA BMW RIDERS NEWSLETTER

2020 Ride & Meeting Schedule (Revised 1 June 2020)

Month	Date	Location	Venue	Day	Time
 January	18th	Seely Lake	Double Arrow Lodge	Saturday	1:00 PM
 February	23rd	Drummond	Wagon Wheel	Sunday	1:00 PM
 March	15th	Lincoln	Lambkins	Sunday	1:00 PM
April	19th	Townsend	The Mint	Sunday	1:00 PM
TBD	TBD	Helena	Huddy's Outpost	Saturday	All Day
 May	17th	Phillipsburg	Winninghoff Park	Sunday	Noon
June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
June	27th	Great Falls	BMW Rally Beer Tent	Saturday	1:00 PM
July	TBD	White Sulphur Springs	TBD	TBD	TBD
August	16th	Wisdom	The Crossings at Fetty's	Sunday	1:00 PM
September	13th	Ennis	Sportsman's Lodge	Sunday	1:00 PM
October	18th	Ovando	Trixi's Antler Saloon	Sunday	1:00 PM
November	15th	Avon	Avon Café	Sunday	1:00 PM
December	5th	Missoula	Big Sky Motorsports	Saturday	5:00 PM

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

SCOOTER FOR SALE- Missoula

2008 Buddy 150 International Scooter

- VIN # RFVPAC60981000403
- Engine capacity - 150 cc
- Transmission - automatic
- Electric start
- Under 3000 miles
- Single and dual kick stand
- Locked seat over storage for helmet
- Front basket and rear luggage / grocery rack
- Fuel capacity—1.5 gallon
- Fuel usage - approx. 65 mpg
- Comfort riding speed 60 mph although it has been ridden from Missoula to Polson at 65-70 mph
- It's in excellent condition, but needs a battery.
- Selling Price— \$1300



Mr. Brian D. Campbell

16654 Aubrey Ann Ct.

Huson MT. 59846 (541) 420-4586

bcampbell6903@hotmail.com



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS



2002 BMW 1150R. This is a beautiful, strong sport touring motorcycle. Aeroflow windshield, electronic ignition, fuel injection, metal quick connect on fuel lines, hand guards, heated grips and power port. Stock BMW hard bags and larger Saddleman bag for extended trips. Is amazing on the open road, but handles gravel (Forest Service) roads with ease.

Always garaged. Well maintained with records since I have owned it. I am the third owner. Has 45K miles; I have put 23K of those on since 2011. Rear tire has 900 miles, front has 1800. Battery is 2 years old. It is relatively easy to work on (fluid changes, tire removal, brakes, etc.) and has the maintenance manual on a thumb drive. This is a

really great motorcycle that I hope somebody will enjoy as much as I have.

Why selling? I am retired at 66 years of age and no longer use it to commute to work. I have a Diesel VW Jetta to commute around town that has AC, air bags and my dogs love going for rides. Plus I have my old 1976 R90/6 to restore to tootle around town. My road trips are over. And it is good.

Price: **\$2,900**

Contact: Text or phone **Larry Bradshaw** at 406-240-5250 and leave a call back number. I don't generally answer unknown numbers.



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

2019 BMW F850

Purchased October 17, 2019

VIN: **WB10B1901KZ790813**

Current Mileage 3,300

The bike will be sold with:

- Garmin GPS,
- two side bags and top bag,
- skid plate,
- lg foot pegs,
- headlight protection,
- tall windshield,
- lowered seat and the original seat and,
- crash bars.

Clear title.

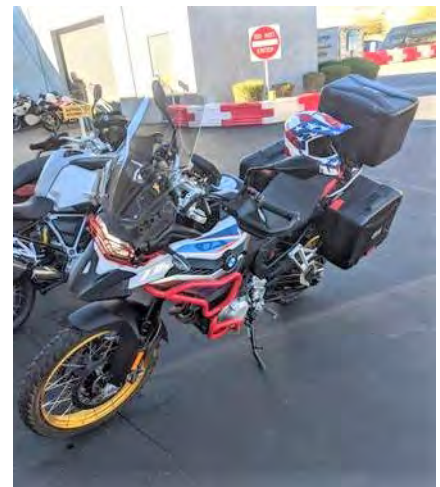
Price: **\$14,995** Cash Only

CONTACT

Jim Haar

hymark25@gmail.com

406-702-0225



MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2020-2021

FULL YEAR—January through December

Full Page	\$100.00
Half Page	\$ 75.00
Quarter Page	\$ 50.00
Business Card	\$ 25.00

HALF YEAR— July through December

Full Page	\$ 50.00
Half Page	\$ 37.00
Quarter Page	\$ 13.00
Business Card	\$ 10.00

Artwork must be provided by advertiser in JPEG, TIFF or JNP format.

Artwork changes during an advertising year, will cost \$25 each change.

Montana BMW Riders does not provide artwork services.

All ads will be on a calendar year basis beginning in January of 2021. Ads will be billed to the advertiser in October of each year. Ads not paid by December 31st of each calendar year will be deleted beginning January.

Rates are subject to change with advanced notice

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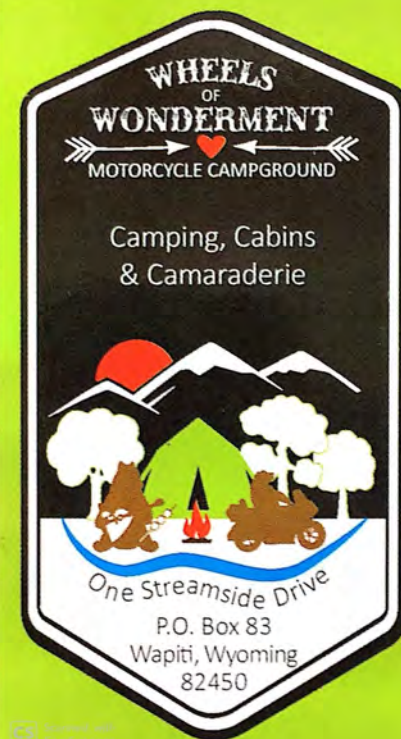
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MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS NEWSLETTER MASTHEAD

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Club Dues: \$15 per calendar year - Membership includes monthly electronic newsletter (or \$30 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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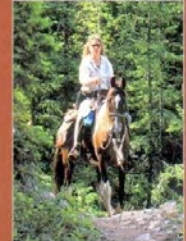
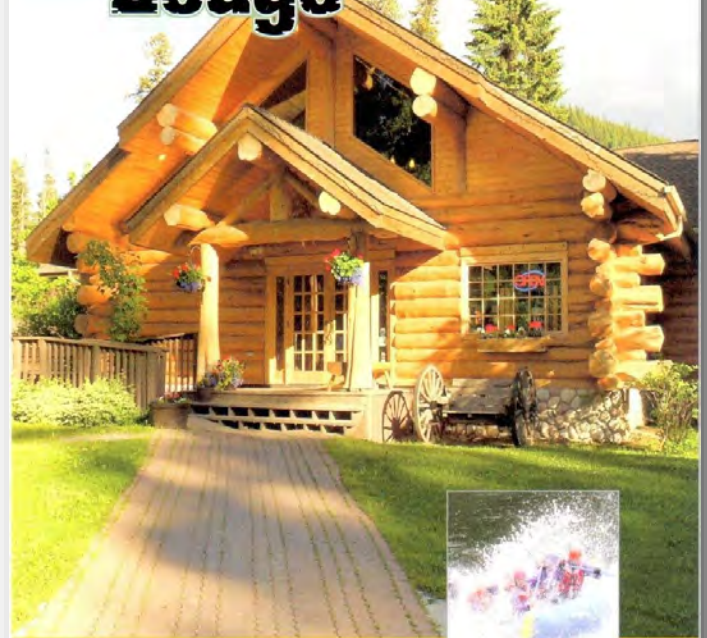
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(R_G_French@msn.com) or

(RGFRENCH1937@gmail.com)

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When you go, tell them you saw their ad in the MT BMW Riders **JUNE** newsletter and ask about our models and financing.

With riding season right around the corner we at Big Sky Motorsports have new 2020 motorcycles and riding gear arriving daily. We have the most popular brands of riding apparel and helmets on sale now. So, its time to get geared up for spring and ready to ride.



As always our pricing is competitive with internet retailers, so lets keep it local and help support each other. Stop by the shop to check out all the new gear and let us save you some money.



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