

# MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club  
Montana BMW Riders



CLUB CHARTER  
MEMBERSHIPS  
BMWMOA #155  
AMA #6830

*Next Meeting*  
*White Sulphur Springs*  
*Snook's Diner*  
*1:00 PM*  
*July 26, 2020*

**-HOME OF THE NEXT BEST RIDE-**

## President's Corner



As I write this column it has been raining nearly non-stop for three straight days. It feels as if most of June, if not most of spring and early summer, has been this way. The weather has certainly curtailed my already-limited riding opportunities, but I suppose it seems to fit the current mood of the country. Rip Van Winkle maybe had the right idea. Wouldn't it be tempting right now to fall asleep and wake up in 2021?

Nonetheless, I was glad to be among the thirteen folks attending our monthly meeting at the Echo Lake Café in Bigfork in June. Arriving there in the family sedan wasn't my original plan, but I'd found myself up in Kalispell for the weekend with my wife and two late-teenage boys for a couple of youth soccer games and a quick jaunt to Glacier Park. Now that both of our boys are on the cusp of fleeing the nest, Lisa and I find ourselves rapidly and too-soon approaching the end of a wonderful stage of life. As a result, it seems like every summer weekend for me now involves the careful analysis of time and the optimized distribution of those finite and scarce memory-making minutes. With future regrets the metric of interest, and minimizing them being the primary objective, family time is often trumping time in the saddle.

The Echo Lake Café was as packed as usual, but our group was escorted to the open-air tables beneath the restaurant's huge new deck awning. This annual Bigfork meeting is usually the best chance of the year to kibitz with club members from the Flathead area. This year the only member fitting that description was **Dave Dixon** of Lakeside, who rolled in on his F800GS along with guest **Dan Siddeus** (KTM 790) of Bigfork. Also, from nearby was brand new Kalispell member **Justin Taasevigen**, time traveling from 1988 aboard his K75 flying brick.

Riding in from more distant lands came **Kevin Huddy** (R1200GSA) and **Annie Huddy** (R1200GS) of Helena; **Kim Smolt** (Triumph Tiger 800) and **Brian Campbell** (R1200RT) of Huson; and secretary-treasurer **Dave McCormack** (Can-Am Spyder) of Hamilton. Representing the cager community that day were **Phil and Dolores Haglund** (Belt); newsletter editor **Dick French** and **Sandy Knutsen** (Missoula); and me – **Chris Keyes** (Missoula). Receiving half-credit for attendance is **Gordon Phillips** (Bigfork), who dashed by to briefly say hello and donate a few lightly used items as club raffle items.

Dick French drew a winning raffle ticket and carried away a set of Gordon's tiedown straps. Kevin Huddy – who somehow seems to never walk away empty-handed from any raffle – won a nifty pencil-sized, high-power LED flashlight. And Phil Haglund took home a motorcyclist's guidebook to the exotic roads of Idaho. Phil shared with us his plans for

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## **President's Corner - (continued)**

July's Little Belt Mountains Dual-Sport ride during **July 24-26**. Based at Bob's Bar Restaurant and Hotel in Neihart, this three-day off-tarmac experience was popular when it debuted last summer, and it sounds terrific again this year.

Back at my Kalispell hotel later that same day, two dusty lads in a far corner of the parking lot were working feverishly with a single tire iron to mount a rear motorcycle tire. The Wisconsin license plates and heavy luggage on their bikes suggested a road trip. They seemed to know what they were doing, and I did not have any additional tools or knowledge to contribute, so I kept to myself. An hour later, I was surprised to see them still at it with no visible progress, labors frequently interrupted by pacing and dialogue as they tried to solve the puzzle. Two more hours had passed when I returned from dinner in Columbia Falls; dusk and drizzle were falling on the two lads, both now clearly defeated and stuck with few options. It was time to send in some help. I went downstairs and crossed the lot.

Tanner and Travis were brothers on a two-wheeled adventure to see western national parks and some family in Colorado before returning home. They were even younger than I had realized – in their early 20's, just a few years older than my own two boys. After crossing Minnesota, the Dakotas, and most of Montana, they had arrived in Kalispell with Tanner nearly riding on cords. They had arrived in time to buy a new tire, but due to the late hour (and a desire to save precious money) they declined to the dealer installation and instead opted for the do-it-yourself route. From there things had gone downhill to the present impasse. I convinced them to let me book a room in the hotel for them, and then got called club VP **Mark Johnson** of Kalispell. Mark in turn contacted his father-in-law who arranged to pick up the boys



on Sunday morning, tackle their tire and wheel problem, and get them straightened out and back on the road. Apparently, they were successful. Two days later I received a phone call of gratitude from a very thankful mother in Wisconsin.

By nature, I am not a particularly thoughtful or generous person, and I cannot think of any time in the past that I have helped out a motorist. But stranded motorcyclists far from home – that sight resonates in a way that certainly stirs a compulsion to help. And I know that is a characteristic that is common to motorcyclists. I thought of the many strangers I have encountered in my own motorcycle travels that have stepped forward to offer me a hand – sometimes needed, other times not, but always appreciated. Ironically, my brief Kalispell interaction with two strangers from Wisconsin might just end up being my most memorable motorcycle memory of the summer – despite the fact that my own motorcycles played no a part in it.

Well I sure hope that's not the case, because unless the coronavirus pandemic rockets out of control, or the skies continue to drain their liquid contents, I plan to be making memories on two wheels with other Montana BMW Riders at the next MTBMWR meeting in **White Sulphur Springs on Sunday, July 26<sup>th</sup>**. We have tentative plans for lunch at

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## President's Corner - (continued)

**Snook's Diner.** Given the recent torrid pace of COVID-19 expansion lately, however, this event is one we will have to watch closely in the weeks ahead. White Sulphur Springs has a tiny little municipal park called Rader Park, which could be a lovely outdoor picnic alternative for us if needed. Either way, hope to see you later this month in White Sulphur Springs

*Chris Keyes*, President

Montana BMW Riders



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## BMW MOA Ambassadors - Annie and Kevin Huddy



**Ambassador Kevin** received the following missive from the Beartooth Rendezvous registrar:

***“YES, WE ARE HAVING A 2020 RENDEZVOUS!!!***

*Contrary to all rumors, we will be celebrating our annual event this August. There may be some changes with how we operate the meals and for those of you who wish to get single bunks in cabins, we are limiting the occupation of THOSE cabins to 4 per cabin. For those who wish to reserve an entire cabin, the maximum number of cabin occupants is entirely up to you. We trust that all of our attendees are aware of the potential hazards posed by COVID-19 and will take the appropriate precautions. That being said, it is also possible that this will be the only event in the northwest this year. We are looking forward to seeing all of you in August.”*

*Charlie Greear*

Beartooth Registrar

[registrar@beartoothbeemers.org](mailto:registrar@beartoothbeemers.org)

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## Secretary - Treasures Column - Dave McCormack

Still debating about wearing a mask? I recently did a video conference with my Doctor. She said, ...the Coronavirus wave hasn't even hit Montana yet. Because of your age, you should still be in phase 1'. So, I thought to myself, I should be on a motorcycle more and less with those darn people who sneeze, cough or otherwise behave badly with their health.



What should you do under those circumstances? Answer: Buy a new bike. This past Thursday, I took my own advice and traded in my Spyder for a newer model of the Spyder with less miles. Dealers are apparently anxious to unload inventory including taking in trades they would normally scoff at...like a 7-year-old Spyder with over 33,000 miles on the odo.

Get out there. Satisfy your doctor by quarantining on a new bike.

As for the treasury, we continue to attract new members even in mid-summer. That tells you a lot about who we are and what our club offers to serious riders. And more advertisers are talking with us to get access to not only our paid-up members, but to strangers who happen onto our website.

*Dave*



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**Tom Moe - 33028 BMW MOA Regional Coordinator**



As reported last month Mike Hofferber and I scheduled some Billings area rides and the first one has taken place. Unfortunately, I developed a conflict and could not attend but Mike reports it was a great day. Future dates still depend on the phase of re-opening and each individuals comfort level with attending a ride. Breakfast and lunch are certainly optional for the riders, not required.

Bill Wiegand, BMWMOA ON editor contacted me wanting to travel to Great Falls in July and experience the area and take a ride to promote the area in ON for the 2021 Rally. Unfortunately, my wife and I had already planned a RV trip for the dates he selected so I called ever reliable Kevin and Annie Huddy and of course they stepped up. Bill will be in great hands, Kevin and Annie know the area and rides better than I anyway. We all should look forward to seeing his photos and report in upcoming ON magazine additions.

As MOA members we can save hundreds to thousands of dollars per year by simply checking the MEMBERSHIP/MEMBER DISCOUNTS tab on the [bmwmoa.org](http://bmwmoa.org) website. BMWMOA has lined up some of the best discounts in the industry worth way more than \$49 per year. Whether you need product discounts, travel discounts or specialized services, your MOA membership can save you thousands of dollars with our partners. [Login](#) with your username and password to reveal the discount codes and special promotions.

The Board of Directors announced the newest members of the board, as determined by votes cast by MOA members throughout April 2020. The Board thanks all who ran for the board and all the members who voted for their new directors.

The newest MOA Directors are:



Brian Dutcher #160860, of Arizona



Jon Kurtz #218723, of Kentucky



Don Peters #67859 of Georgia

The Directors whose terms have expired are Deb Lower, Tracy McCarty and Roger Trendowski. Brian, Jon and Doug will be installed as Directors during a Board meeting in June.

Ride safe, keep the rubber side down.

*Tom Moe*

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## Editor's Corner



It looks like 'social-distancing' and face masks are with us for the remainder of the Montana riding season. Fortunately, many of you have taken it in stride, social-distanced astride your motorcycles. Thanks to **Lance Lerum**, WEBMASTER, who contributed a great article on the trials, tribulations and the rewards of adventure motorcycling. I think you will find it interesting, and maybe it will give pause to reflect on past adventure rides.

**Brian Campbell** and **Kim Smolt** made a run to Oregon to visit and renew some past relationships. **Dean Hall** has two weeks of one and two-day rides with friends from Washington planned. **Dave Grode** set aside a week of riding in southern Oregon. And the **Huddy's** seem to be hitting county courthouses on a regular basis. Even your editor got out for a day ride with **Larry Banister**, **Chuck Reaves**, **John Webster** and their Christian Motorcycle Association group for a day-ride.

You will find Reports from the Road by **Lynden Clark** and **Robert Carpenter** in this issue, along with some great photos. **Mike Hofferber** and **Jim Harr** under the guise of planning the Billings Rides, are covering a lot of ground.

It is good to see our club members are innovative in implementing the Governor's recommendations relative to the Corona bug.

I hope you enjoy this 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 were no responses on the "Northernmost Point" challenge from our last issue. I am sure that at least one club member has ridden to this location.



There is light at the end of the tunnel!





# MONTANA BMW RIDERS NEWSLETTER

## Missoula Police Department - Motorcycle Patrol



Meet Motor Patrol Officers Ryan Ludemann and James (Ponch) Pontrelli from the Missoula Police Department Traffic division. They are long term members of the Motorcycle Patrol unit of the Missoula Police Department. Both are Missoula natives. Officer Ludemann is a graduate of Hellgate High School and earned an associates degree from North Idaho College in Coeur d'Alene. Officer Pontrelli



graduated from Missoula Sentinel High School and earned an associates degree from Spokane Community College.

Both went directly into law enforcement after college. Officer Ludemann worked in the Missoula County Jail for two years before joining the Missoula Police Department in 2001. He became a motorcycle patrolman in 2007. Officer Pontrelli started with the Missoula County Sheriff's Department in 1985 and then the police department in 1988 and became a Motorcycle Patrolman in 2005. Neither officer had an extensive background in motorcycling prior to earning a spot on the motor unit. Officer Ludemann, as a kid, rode his 'grandmother's' motorcycle, a Honda Trail 70 with his grandfather in the Placid Lake region. Officer Pontrelli sporadically rode trail models in the Holland Lake region as a youth.

Both were drawn to Motorcycle Patrol Unit by the uniqueness of the group - riding a motorcycle in all types of conditions and situations while executing a police officers' functions. Most of us in the MONTANA BMW RIDERS club consider focusing on controlling our motorcycle, our safety, road conditions, and other traffic as a full time function. Add to those, accelerating through traffic that may or may not know your presence, maintaining visual contact with the objective, and working a communications system at the same time, in all road and weather conditions and a rider begins to approach a motorcycle officers working environment. They considered the most daunting challenge was to successfully complete the training to earn the position. We will have more on the training and the annual requalification in the next issue of the Newsletter.



A late spring snow in Missoula - the 'snow-to-snow' patrol schedule.



Leading the annual Missoula YMCA River Bank Run - One of the community out reach functions.

Although committed to their riding professionally, neither do extensive personal riding. Their estimated annual mileage is 15,000 to 20,000 miles over the short (snow to snow) Montana riding season.

Although their primary police function is traffic monitoring and patrol, they are called upon to represent the City of Missoula at many of its outdoor activities each year.



Law Enforcement Parade - Polson.



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**Missoula Police Department - Motorcycle Patrol (continued)**

They are a vital part of the city's outreach policy to the community and to visitors. You will see the patrol officers leading most of the marathons, home coming parades for both the University of Montana and the local high schools and motor escort services.



Funeral procession - Polson.



Funeral procession - Polson



Funeral procession - Bozeman



At the beginning of the snow-to-snow riding season. From the left, Officers Pontrelli, Ludemann and former Traffic Sgt. Greg Amundsen on their BMW R1250RTs.



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## Reports from the Road - The Covid Run by Lance Lerum

We rolled into Mancos, CO for brunch, after spending the night at a dry camp in the sagebrush, just over the southern Utah-Colorado line near Hovenweep National Monument (camping there closed due to covid). As we pulled up and backed into the curb in front of a small bakery, this well dressed woman sitting outside dropped her left arm and gave



us the brother's two fingered V salute. Mike had immediately engaged her in conversation, but by the time I got my helmet off and ear plugs out, all I heard her say was "I've always wanted to do that and I finally get the chance and I have to pick someone who doesn't know what it means."

We were a week into our trip and had the drill down: masks on, enter one at a time to order, move outside and wait for your order. A minor inconvenience to keep everyone healthy and working. As we waited for our order, conversation was not surprisingly, about our bikes: Mike's R1200GS, Kevin's KTM 1290 Super Adventure, and my new-to-me F700GS. After a bit, I started laughing when I realized that for the last few minutes, we were not talking about tires, performance, or fuel mileage, but rather, what design features had been incorporated into the bikes, boxes, and crash bars that allowed the bikes to not sustain significant damage, and also provide suitable hand holds for righting the bikes when they lay down in the mud. And we certainly felt qualified to speak to the subject.

Our trip was to take us down through the canyon country in Utah and just over the Arizona border as far as Monument Valley, which I had only seen in old cowboy movies and wanted to put my eyes on. Then over high passes in Colorado on

our way back north, with stops in between for exploring canyons, visiting ancient cliff dwellings, and reconnecting with a couple old friends of mine. Two weeks ought to do it; social distancing and camping all the time to keep everyone healthy. Departure weather forecasts were for cool temperatures, several days of wet, and even snow in high passes, but running on the old Alaska adage that 'if you wait on the weather you'll never do anything', we headed out in beautiful weather. Kevin Wolfe, came over from Washington the day before and we met Mike Kreikemeier in Ennis and continued on to Alpine, Wyoming.

Taking a break in Idaho a young lady rode up on her bike to check us out. She was all toggged out in safety gear and said the only thing she had left to get were some boots like Kevin's.





# ***MONTANA BMW RIDERS NEWSLETTER***

## **Reports from the Road - The Covid Run by Lance Lerum (continued)**

The trip really started the next day. I had decided we should take the Grey's River road out of Alpine which would take us south 100 miles on forest roads, running through the mountains the length of the Wyoming Range, hitting pavement again near La Barge, WY. As it turns out this was one of those well-it-looked-good-on-Google roads. This was initially a pretty major recreation route along the river, and we were clipping right along and had the road pretty much to ourselves. Serious thunderstorms being forecast for the afternoon, I figured we could easily cover those 100 miles by noon and be out of the mountains before the weather hit. Plans are good...something to shoot for anyway. Skies were ugly and we suited up and got a bit of rain. The main cloudburst happened ahead of us so the road got wetter and wetter. The road turned into big puddles and potholes, rocky cobble, less and less traffic, then no traffic, then no tracks of anyone passing recently. And then the road surface turned to gumbo...in the mountains. Not expecting that. I first went down while stopped on a rise, waiting for Mike to clear an especially large water hole. I had both feet down intently watching Mike, so I could follow his track if he made it, when like a kid's spoiled Shetland pony my bike lay down right underneath me. Damn, that stuff was slick.

Kevin was having his own troubles on that big KTM. He isn't too much taller than me and wasn't much more than tiptoeing that big bike on flat ground, so when 8 gallons of fuel up high starts to get less than perpendicular to the earth there isn't much you can do to keep it from going parallel to said earth. I looked up once and saw that he was experimenting with a technique of launching himself out to the side so as to not get trapped under 600 pounds of expensive Austrian machinery. With all four legs spread out at his apex, he seemingly resembled one of Twain's Calaveras County jumping frogs. I imagine he was thinking a neat tuck and roll landing, but as you can see from the photo he was likely going to need another mile or two of gumbo to perfect the technique.



It is a testament to his riding abilities that the bike isn't still laying up there somewhere. I was slipping and spinning pretty good and I doubt that even Michelin would call Anakee 3's great gumbo tires. I slid over to the edge of the road and put my foot down, went down, and had my aluminum box corner crush my foot into the muddy cut bank. I was trapped and Mike and Kevin were some distance away with 10 pounds of mud on each foot, and not moving my way too quickly, so I had to dig my foot further into the mud and tear it free. While I was hopping around on one foot, I suggested that Mike ride my bike out of the mud for me. He didn't get very far and pretty much replicated my off, complete with foot stuck under the box. I was close, so hopped over and he



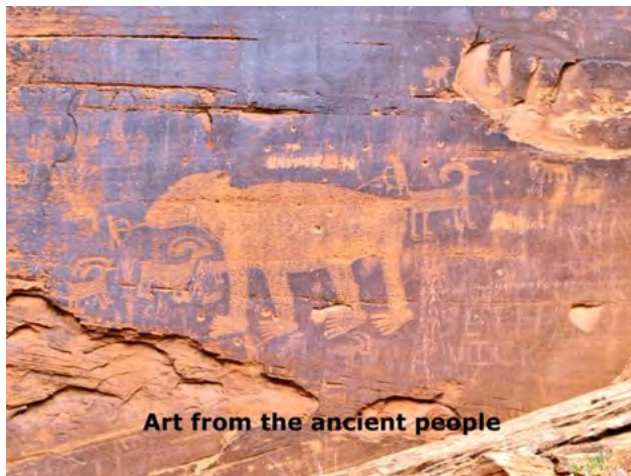
was yelling "lift the LEFT handlebar!" I started to do this and he started yelling "NO, NO! The other one." After a brief discussion as to whether 'left' could mean something different to an engineer than to a biologist, he relented and I lifted the right handlebar and Mike crawled out from under the bike, fortunately unscathed.

We then discovered that my front wheel was no longer turning, and after working with the basic primate tools of broken sticks and rock scrapers to clear the mud from under the fender, with no success, consensus was that the front fender would have to come off. It did and I was then able to eventually ride out of the mountains.

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## **Reports from the Road - The Covid Run by Lance Lerum (continued)**

A bit of unspoken concern that maybe the road wasn't open all the way through and we would have to turn around, but fortunately that wasn't the case. Mike had been giving us a flawless gumbo riding demonstration and touted his much loved Heideneau tires, but even they eventually succumbed to the gumbo and his tracks showed a sharp cut across the road and layup in the opposite cut bank. Once we got over the divide and left Grey's River the road became more passable with only intermittent bouts with gumbo; problem was that with no front fender anything over 25 mph threw all the water and mud up onto my visor and packed my radiator and engine with gumbo. I felt and looked like a jockey running last in the pack on a sloppy track. It took us a long day to cover those 100 miles with most of the time spent on about a ten mile stretch in the middle. The next day I had to get to the nearest carwash to clear my radiator before the temperatures warmed, as it and my engine was almost completely covered with thick, now hardening gumbo. It killed Mike to wash all that glorious hard earned mud off the bikes, as he very much subscribes to "a clean GS is a dirty shame." This would haunt him later in Moab one morning, while waiting for a bike shop to open to see about fixing Kevin's seriously bleeding front fork (gumbo casualty). Three riders came in off the Utah BDR, bikes suitably covered in red mud and wearing their filth like badges of honor. And with no proof, we kind of just sat there with our clean bikes and listened to their stories without much to say.



Only remedy in Moab for Kevin's bleeding fork was one of those little plastic thingies to slip up and clean out the seal, which either worked or the fork ran out of oil as the leak stopped. Kevin didn't notice any handling issues, so we soldiered on, leaving further repairs until he got home. We spent the day touring around Moab, heading up to Canyonlands but with threatening skies and wind only got as far as Deadhorse State Park where we holed up in the visitor center for a bit to let a cell blow over.

I had discovered that my bike was the worst handling bike in the wind that I had ever ridden. I told the guys that if I had test ridden the bike in the wind I would have never bought it. They were like "really?" Yup. The combination of that really long

wheelbase (3" longer than Mike's 1200; we put a string on it) and rear weight bias (compounded by my boxes and camping gear) makes the bike very susceptible to severe cross winds. Little weight on the front seems to result in the front wheel being pushed over at a much different rate than the rear with really scary results. The guys tried to defend the bike by sighting down the front and lining things up, like a rear chainman setting stakes, and saying "but its wind resistance; your boxes are sticking out." Yeah, and so are yours. I bought the smaller boxes partly for that reason. The guys offered to throw my bags on their big bikes but that is a slippery slope. If they start carrying my water now it wouldn't be long before I'd need them to tie my boot laces also. I probably only had about 50-60 extra pounds back there and argued that I had less weight than those guys I see running around with a skinny girlfriend back there. Mike countered with: "Yeah, but there is a lot less wind resistance on that skinny girlfriend." Moving on...



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## **Reports from the Road - The Covid Run by Lance Lerum (continued)**

The bike did perform flawlessly other than that. It was great in the twisty bits, decent in the rough road sections (if you got the screwdriver out and softened the rebound on the rear shock and I do plan to raise that fender), not too heavy like my thumper F650, smooth and cruises right along, and gives decent fuel mileage. The extra 25 horsepower over my 650 must be hiding up there in that 8500 rpm redline range, where I never go, so useable power is similar to the old bike. Days later in Wyoming the crosswinds were extreme, and on a 20 mile stretch of Interstate I was running with flashers on and struggling to hold my lane at 35-40 mph, nearly high siding a couple times. I am very appreciative of the professional drivers out there as every one of the big rigs followed me a bit (likely shaking their heads), and then slowly moved by and didn't pull back over until 100 yards ahead of me. As opposed to several recreationists, pulling the big RV homes-on-wheels that would cut back in just off my bow; even with no one behind them for a mile. I found myself yelling in my helmet but I don't think they heard me. I felt there was only room for one idiot on the road and I all ready had claim to that title. Mike said he hadn't ridden in wind like that since Patagonia, so I may be a bit harsh in my assessment of the bike realizing that there is no perfect bike. I do see that on the new F750GS that BMW has moved the fuel forward to a traditional tank and is touting improved center of gravity, so maybe they agree with me.



Back to the trip: The plan had been to ride up into the mountains south of Moab to camp and hike for a couple days. My foot was quite swollen, colorful, and painful which took all the fun out of hiking. I told the guys I was fine with hanging in camp and reading. We had been enjoying temps in the 60's and with a forecast of normal hot temperatures in a couple days it was decided that we should make the run for Monument Valley while it was cool. High points on this run were the museum in Blanding, riding the Moki Dugway route (old zinc mining gravel road switching down off the rim), and looking into the Valley of the Gods.

Monument Valley itself was closed as the Navaho Nation is really struggling with the virus, so our plan of exploring the back roads in there was not possible.

It was on to Colorado and some great roads: Million Dollar Highway, Black Canyon (best), blur of twisty passes, Independence Pass all checked off. I wanted to ride the high route in Rocky Mountain Park but we couldn't get in without reservations, so more planned time there thwarted. Up through Wide, Wonderful, Windy Wyoming, Landers, Cody, Chief Joseph Highway, Beartooth Highway (saw a grizzly), where it was very windy on top (even Kevin's big bike got knocked into the oncoming lane--welcome to my world), and cold at 37.4 and flashing. We pulled over at the top and sat there for like 10 seconds, and then all thumbed up and pointed down the road: photo on file, don't need another, let's get off this hill! We shared our last camp with a young bull moose, just before hitting Red Lodge, and then home from another memorable ride with great riding partners. Many more stories but I've used up enough bandwidth all ready.



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## Reports from the Road - The Covid Run by Lance Lerum (continued)

At home and after recounting our gumbo tales, Jan asked, "Why do you go on those roads?" Believing this to be a rhetorical question I didn't answer, but did think about it. I could have recycled Mallory's "because it is there" but riding a muddy road doesn't quite compare to an Everest summit attempt in the '30's. "Because it is fun" seemed a bit juvenile and trite, though it was (once it was over). There is the exploration thing, but it is not like we were setting foot where no one has stepped before; we were, after all on a road, so it is reasonable to think others may have been there previously. Tied into that though, I think the motivation for me, is simply about going where I haven't been before; seeing new places. My longer rides usually have that turn around at a new place to me. If you have a better answer, please let me know. And now I have seen Monument Valley...and Grey's River road.

Keep moving forward,

*Lance Lerum*



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## Reports from the Road - Mike Hofferber



Great Billings ride today. Four riders, **Jim Haar**, **Pat Endres**, **Gary** (just another rider without a last name), and **Mike Hofferber**. Two-hundred-seventy miles; Billings to Red Lodge, Beartooth Highway to Cooke City, then the Chief Joseph Memorial Highway and back to Billings.



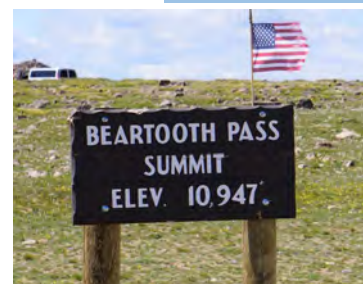
Jim Harr



Jim Harr and Gray (unknown last name.)



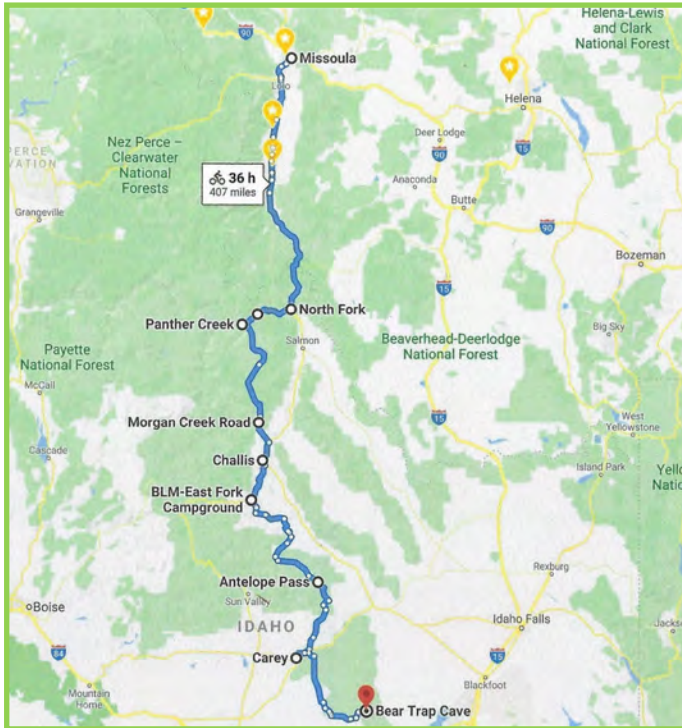
It will not be long before Mike Hofferber has another riding buddy. This is his grandson **Luca** who just got his first motorcycle, an Apollo 70cc.





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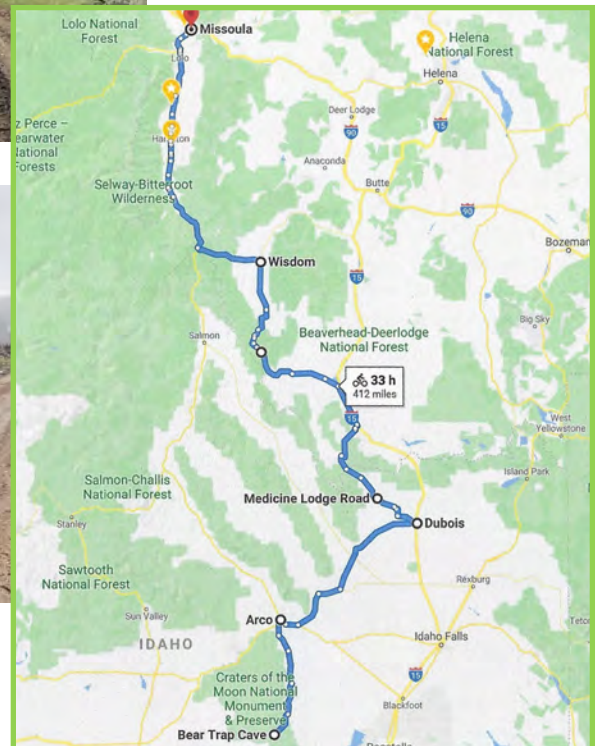
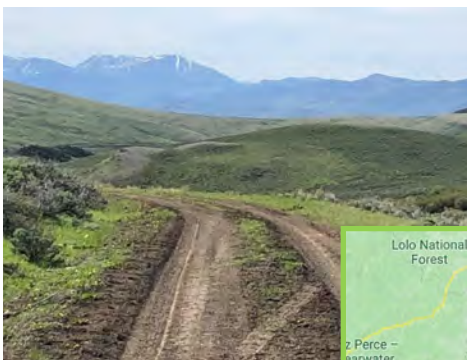
## Reports from the Road - Craters of the Moon - Lynden Clark



Went on a four-day adventure ride with a buddy. We rode from the Missoula area to Challis, Idaho and then over Antelope pass near Ketchum, Idaho and then to the Craters of the Moon. We stopped there long enough to ride the perimeter of the park. The route is 125 miles of very remote area where we found Beartrap Cave, a lava tube.

We rode out to Arco, Idaho, for a burger at Pickles (great burgers) and continued on to a camp ground at Reservoir Lake. The following morning where we were awakened by the pitter-patter of rain on our tents. By the time we got packed up it was snowing and made an interesting 20 mile ride to the highway and back home.

Great ride as we encountered pretty extreme wind, desert heat, and rain, snow, sleet and hail and some beautiful scenery.



All photos by Lynden Clark



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## COURTHOUSE CHALLENGE



Photo by K. Lemke

**Mineral County** - Established in 1914, Mineral County is located in Northwestern Montana and is bordered by Idaho on the West. With Lolo National Forest and the St. Regis and Clark Fork rivers, the 1,223 square miles is truly a beautiful place to live. Superior, Montana is the county seat.

Riders **French** and **Hall** incognito.



**Custer County** - Established in 1877, celebrates its rich, Western history. Today, many of its residents maintain a similar lifestyle with ranching and farming. Miles City, the county seat, still considers itself a western town. Named after General George A. Custer, the county was at the epicenter of western history and has since been immortalized by authors and historic characters alike.

Rider **Annie Huddy**, loaded for camping appears in the photo.



**Rosebud County** - Rosebud County was established on February 1, 1901 and is located in Southeastern Montana covering approximately 5,027 square miles (5,010 square miles is land and 17 square miles is water). The county Courthouse was built in Forsyth in 1912.



**Ravalli County** - Ravalli County was created in 1893 by the Montana Legislature, annexing a portion of Missoula County. It is named for the Italian Jesuit priest Antony Ravalli, who came to the Bitterroot Valley in 1845. The courthouse is located in Hamilton.

Photo by K. Lemke



# MONTANA BMW RIDERS NEWSLETTER

## MONTANA BMW RIDERS MEETING—Echo Lake Cafe

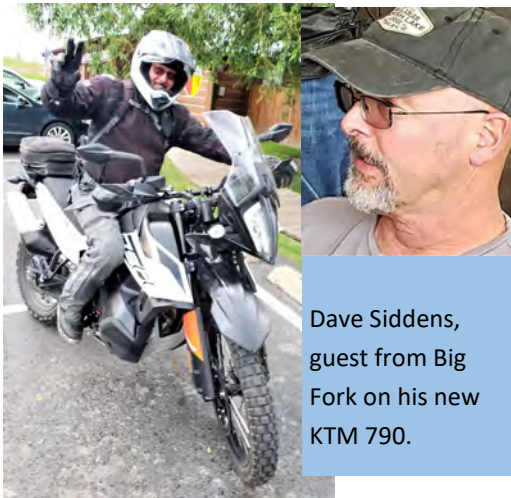


Justin Taasevigen (guest), Sandy Knutsen (chase car driver), Dave McCormack, Kevin Huddy and Brian Campbell.



The weather!

Considering the Corona Virus situation, and not very inviting weather, eleven members and four guests met for lunch at the Echo Lake Café. Two guests and nine members rode their bikes.



Dave Siddens, guest from Big Fork on his new KTM 790.



Justin Taasevigen, guest from Kalispell and his good looking 1988 BMW K75.



Just exactly where is Belt, Montana? Phil Haglund explains this to Annie Huddy and Kevin Huddy.



Dave Dixon, Lakeside and his BMW F800GS



# MONTANA BMW RIDERS NEWSLETTER

## MONTANA BMW RIDERS MEETING—Echo Lake Cafe



Dolores Haglund, Phil Haglund and Dave McCormack. Dave made the trip on his immaculate CAN-AM Spyder (see inset) from Hamilton.



From the left, Phil Haglund, Dave McCormack, President Chris Keyes, Dolores Haglund (back to the camera) Dave Dixon and Dan Siddens (guest).





# MONTANA BMW RIDERS NEWSLETTER

## Reports from the Road - Robert Carpenter



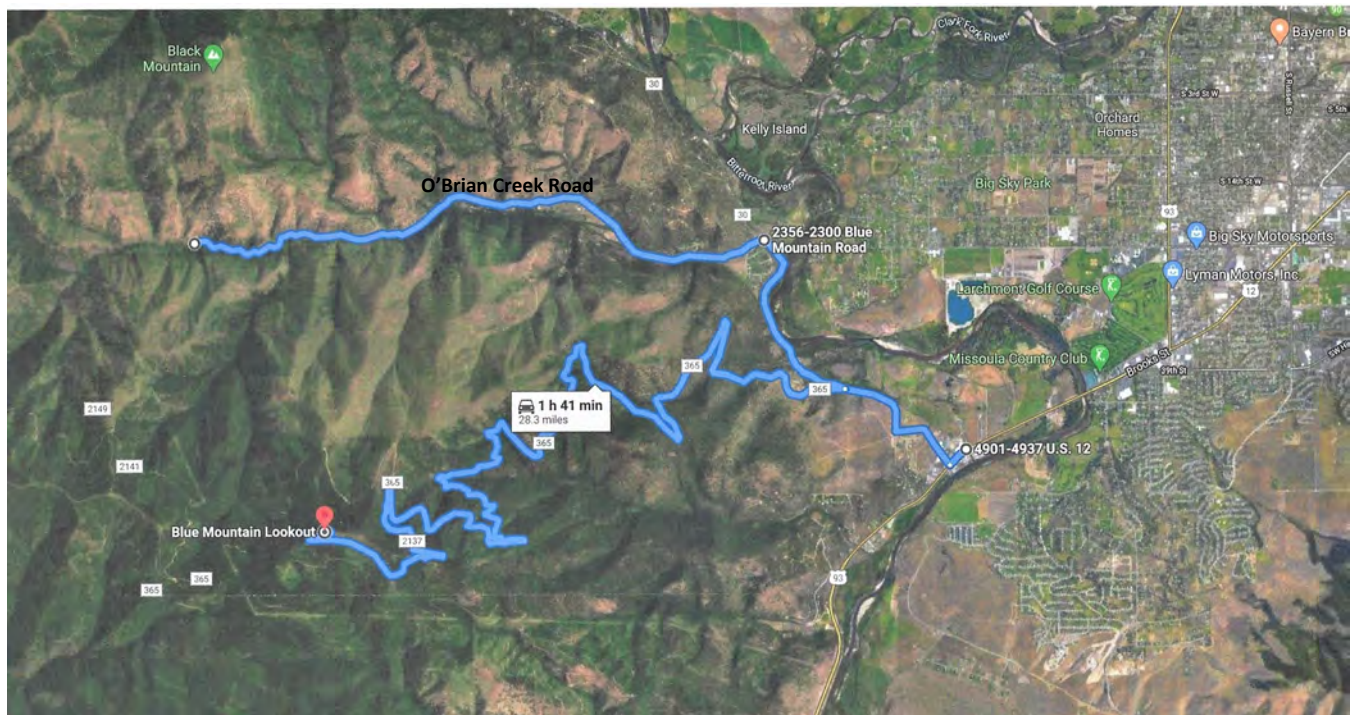
It had been raining for days, was off work for two days and the weather broke. Well, yard work called and I decided to be responsible and not wait until the grass was 2 feet tall and do yard work. When I got done I was thinking, its not dark yet - I'm gonna find a sunset. I had never gone up O'Brian creek so I took a jaunt up there. It deadened with no view, so I quickly returned to Blue Mountain Road. I followed that past the look-out to the back of the mountain in perfect time for a spectacular sunset. After enjoying that, I went to the next saddle and rode down a road that would connect with Hwy 12.

Looked at my maps and the sea of trees between me and Hwy 12, and decided to return via Blue Mountain road. It was a good decision. I would have been navigating Forest Service roads that were muddy and less traveled, in the dark. I got to enjoy a nice sunset - all was good.

I'm going back to explore another day in the sun-light! Come join me!

Happy Trails

*Robert*





# MONTANA BMW RIDERS NEWSLETTER

## Ride your Motorcycle to Work Day

The first Ride to Work Day event date was July 22nd, 1992. For several years various motorcycle businesses informally promoted every third Wednesday in July as Ride To Work Day. These early advocates included Road Rider Magazine, Dunlop Tires, and Aerostich/Riderwearhouse. The event continued to grow as an informal grass roots demonstration every year until 2000. That year a non-profit organization, Ride to Work was formed to help organize and promote Ride to Work Day. The first Ride to Work Day event led by this group was the third Wednesday in July of 2001. This day was the annual day until 2008, when it was changed to **the Third Monday In June**. This change was made to climatically better accommodate riders world-wide, and to give more riders an opportunity to participate.

Ride to Work is a 501 c4 nonprofit, **all-volunteer** effort. Organizers include Andy Goldfine, Lynn Wisneski and Christine Holt. (*According to their Website*)

In recognition of this significant event, and the fact the snow had melted in the lower valleys, we had some participation this year.



I opened my GOOGLE Maps, entered, "Directions to Work" and this is were I was directed. *Editor*



Historian, **Kim Lemke**, has made this an annual event. Although 'retired' he is a volunteer at the Travelers Rest State Park west of Lolo on Highway 12.



Ride to work Monday Photo Rode to Longview. Met some friends . Saw a blue heron, young bear, and three deer. Smelled the silver willow in bloom. All is well.

*Marge Lang*



I am taking the whole week to ride around south central Oregon!

*Dave Grode*



There are those who ride to work everyday. Officers Kazinsky, Ludemann and Pontrelli from the Missoula Police Department Motorcycle Patrol Motor Unit.

*Editor*



# MONTANA BMW RIDERS NEWSLETTER

## New (to the current owner) Bikes



I think 'want' (photo on the left) won-over 'need' (photo on the right) for **Dave McCormack**.

*Editor*



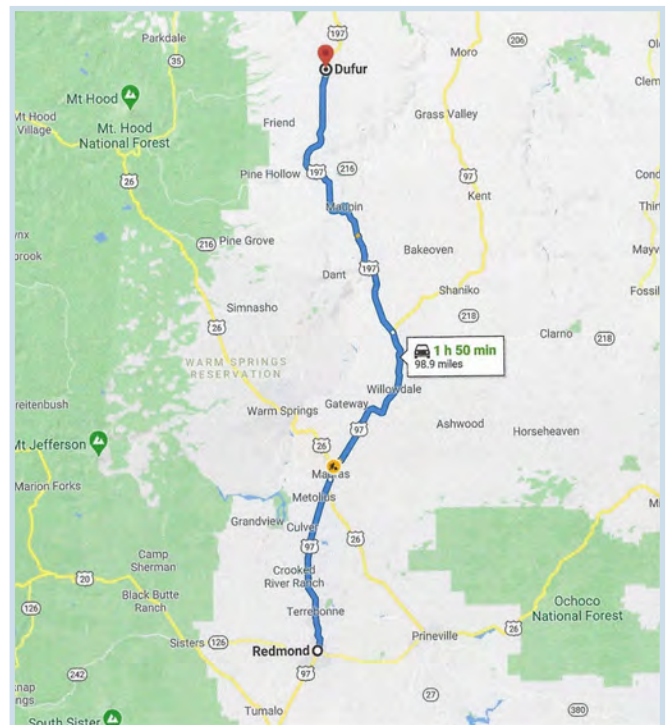
**Jim Harr**, Billings, with his 'new' BMW G310GS chasing **Mike Hofferber's Ural**.

## More Reports from the Road



Solo ride from Redmond to Dufur (*Oregon*).  
Mount Jefferson in the background. Twisty road and no traffic.

*Kim Smolt*





# MONTANA BMW RIDERS NEWSLETTER

## Three Wheeler Corner



Focused! Gotta love the duct taped boots.



They gave up their horses for sidecars?



To be seen at the next MT BMW RIDERS' Club Function.



Momma don't let your girls grow up to be sidecar riders!



Some things don't change, but I bet the mother of the kids on the right did not know about this.



Sidecar riders are, a class act!



# ***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

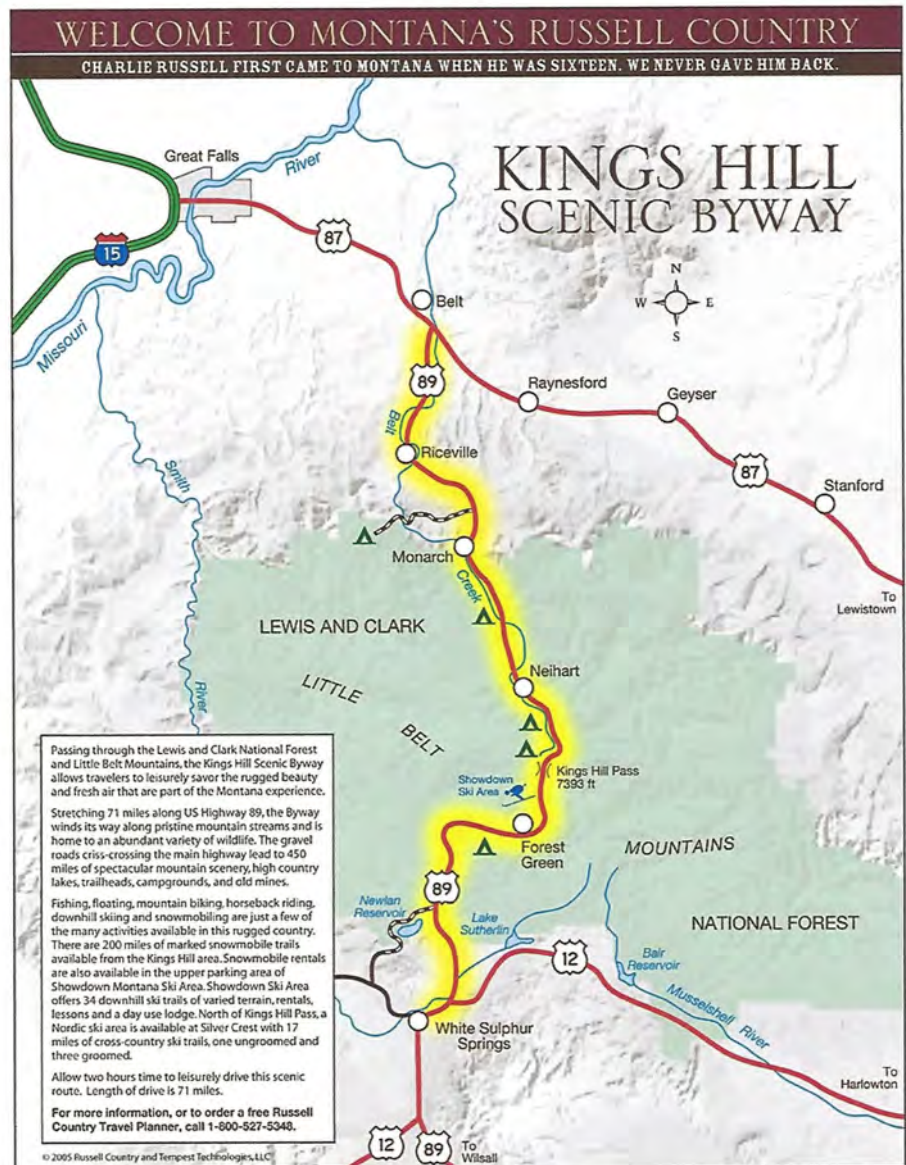
## Adventure Ride Notices



Phil Haglund

**Phil Haglund**— The Little Belt Dual Sport ride has been set for **24<sup>th</sup>, 25<sup>th</sup> and 26<sup>th</sup> of July**. The July Club meeting will be at **Snook's Dinner** in White Sulphur Springs at **1:00 PM** on the **26<sup>th</sup>** following that day's ride. Bob's Bar in Neihart will be the base camp with a riders meeting at **6:00 PM** on **23 July**. Fifteen members plan to participate in the ride. Should other members be interested in this ride, please contact Phil at **(406-939-0600)**. The specific routes are still 'work-in-progress' as the snow recedes, but will be for every skill and interest level.



Phil is usually up to some conversation any time. The photos below are from last years ride. Great weather as you can see. *Editor*





# MONTANA BMW RIDERS NEWSLETTER

## 2020 Ride & Meeting Schedule (Revised 1 July 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
<del>April</del>	<del>19th</del>	<del>Townsend</del>	<del>The Mint</del>	<del>Sunday</del>	<del>1:00 PM</del>
TBD	TBD	Helena	Huddy's	Saturday	All Day
 May	17th	Phillipsburg	Winninghoff Park	Sunday	Noon
 June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
<del>June</del>	<del>27th</del>	<del>Great Falls</del>	<del>BMW Rally Beer Tent</del>	<del>Saturday</del>	<del>1:00 PM</del>
July	26th	White Sulphur Springs	Snook's Diner	Sunday	1:00 PM
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

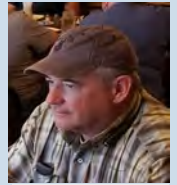
# MONTANA BMW RIDERS NEWSLETTER

## Billings Centric Rides - 2020



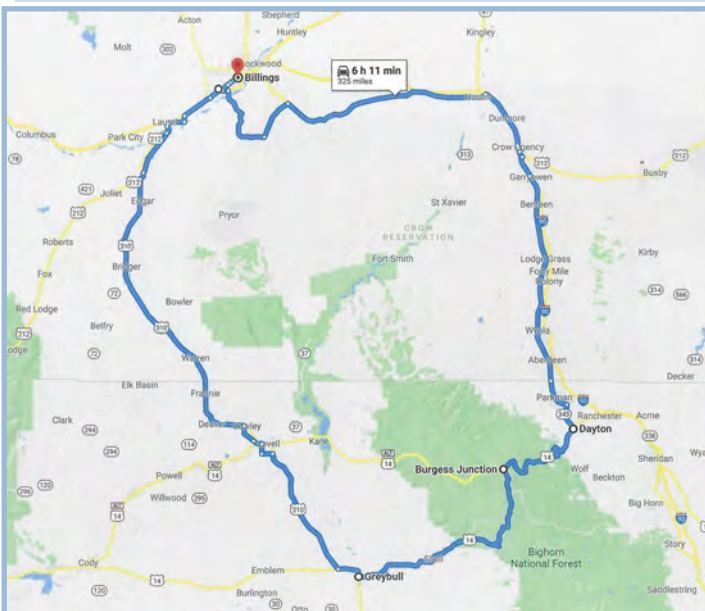
Mike

In 2019 the members from the Billings region organized a series of rides in the south-central part of Montana. For 2020 those members are developing another series of rides for whom ever wishes to participate. The actual routes are 'work-in-progress' (*read—a reason to get out and just ride*) but will generally resemble the descriptions and routes shown below.

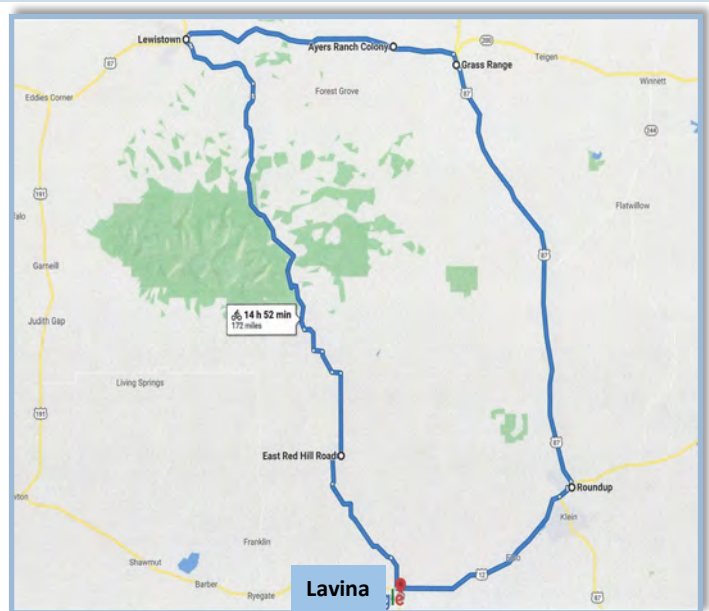


Pat

For those rides using Billings as the starting point, riders will meet in the Costco Parking lot, 2290 King Avenue West in Billings. There is a restaurant, the Rendezvous at the north end of the parking lot for those who want breakfast. Clutches out at 9:00 AM for the rides. Obviously these will depend on the phase of re-opening and your own comfort level to attend. Your ride leader will be **Mike Hofferber** except for the Big Horn ride. **Pat Endres** will lead that ride.



**July 18, 2020** - Billings to Dayton, Wyoming then west in the Big Horn mountains to Burgess Junction. Burgess to Greybull includes some twisties on a mountain pass. Lunch in Greybull. It is a full day ride, usually hot, so extra water is advised.

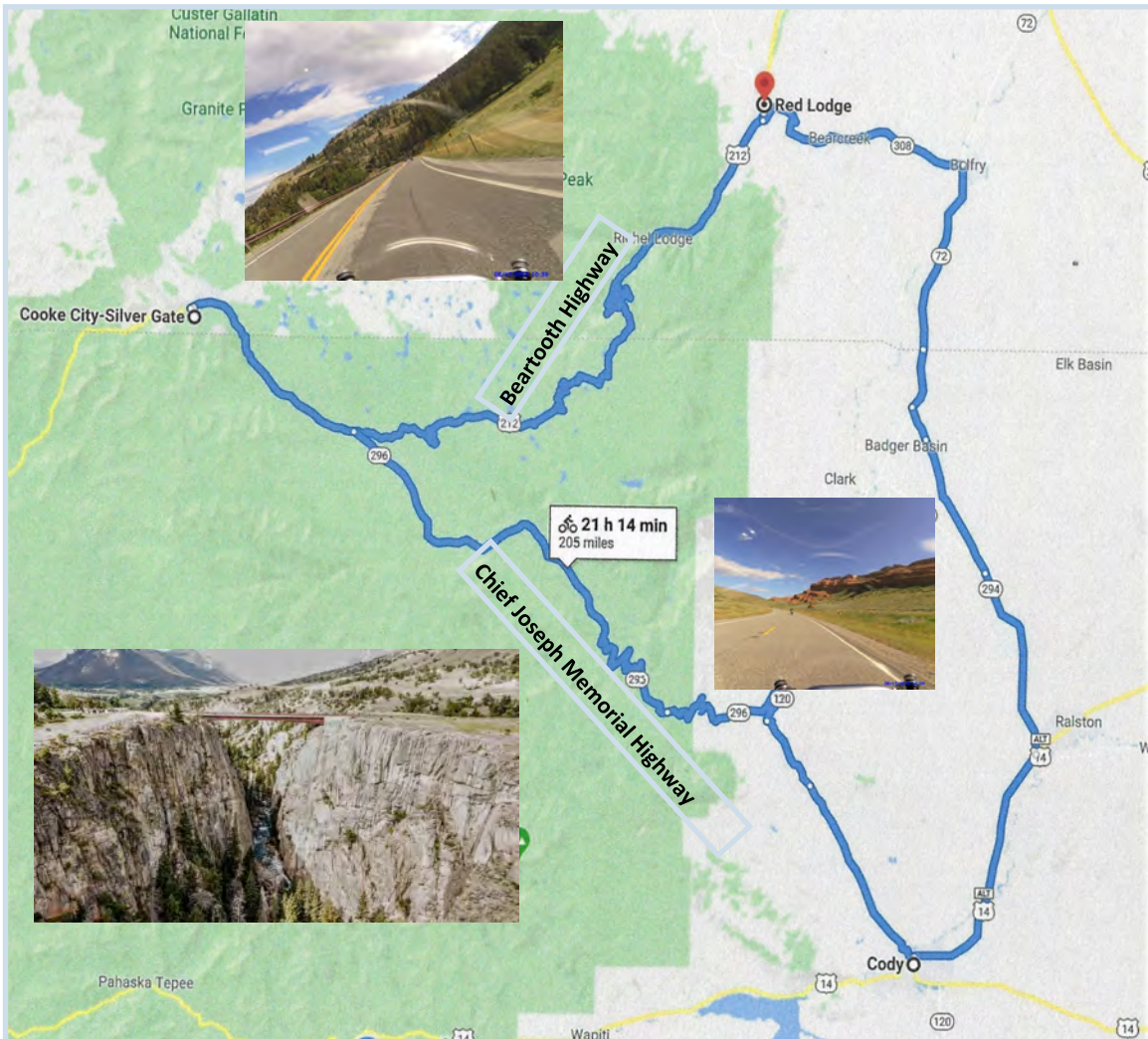


**September 19, 2020** - Billings to Lavina (42 miles paved road) then Lewistown via East Redhill road, 67 miles of good gravel road. Lunch at the Central Fee Grilling Company in Lewistown. The Lewistown-Roundup-Billings leg is 135 miles, all paved. Ride duration is about six-seven hours.



# MONTANA BMW RIDERS NEWSLETTER

## Billings Centric Rides - 2020 (continued)



**August 15, 2020** - The Beartooth/Chief Joseph Memorial Highway ride will be in conjunction with the Beartooth Rendezvous. Riders will meet at the Red Lodge Inn, Red Lodge at 8:00 AM. Plan (A) will be to ride to Cooke City via the Beartooth Highway, then back to the Chief Joseph Memorial Highway to Cody, Wyoming for lunch. The return to Red Lodge will be through Ralston and Belfry. Plan (B), if constrained by the weather will be just the reverse.



# ***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: **\$2,700**

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](mailto:hymark25@gmail.com)

406-702-0225



# ***MONTANA BMW RIDERS NEWSLETTER***

## **CLASSIFIEDS**

### **Fellow MTBMWR members:**

I have for sale a 2007 F650GS. This motorcycle was purchased from Annie and Kevin Huddy in the Fall of 2017. Approximately 21,500 miles. I don't have the actual mileage as I write this. It's in the back of my garage, covered, with a few other motorcycles I seldom ride - those of you who have seen my "fleet" will understand - and would require me to move about four or five bikes to access it, but 21,500 is an accurate estimate.

Brenda bought the motorcycle after having completed both the Basic Rider Course, and the Advanced Rider Course. At the time she had previously ridden only as a passenger. She is one of those people you occasionally encounter who are a natural; she rides intuitively well, and she did great in both classes, especially the ARC. Some very experienced riders in the ARC commented that they were surprised she was a new rider. Annie Huddy was not using her F650GS and offered to sell it to Brenda.

Brenda rides it quite proficiently, but has ridden the bike very little. She frankly does not enjoy riding on the street in today's traffic environment, so has decided to sell it.

The Huddy's purchased the motorcycle new when they were living in Fairbanks. It has many functional additions, nicely and sanely equipped as one would expect of a motorcycle owned by them. It has the "Low Frame Option", BMW "Premium Package", ABS, center stand, Jesse bags, Corbin saddle, aftermarket windscreen, aux lighting, engine/radiator/center stand protection, hand guards, heated grips, etc. These are but a few of the additions that sold us on buying the motorcycle. It literally required me to do nothing to make it into a competent travelling machine. In keeping with the previous owner's meticulous record keeping, there is a 2-1/2 inch thick (I measured it - grin) 3-ring binder, well organized with records of all the additional equipment, and maintenance records. There are no mechanical issues; the bike is in good condition, needs nothing.

Brenda paid \$5,200 for it, and would sell it for \$4,750, which I believe is a reasonable and fair price, especially considering the bike's history, low miles, and how well it's equipped.

Please contact me for additional information and details. I would consider delivering the motorcycle within a reasonable distance from Helena.

Thanks.

***Ken Conrad***

East Helena

[kcaf47@gmail.com](mailto:kcaf47@gmail.com)





# ***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

## **WRIGHT INSURANCE AGENCY**

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(406) 728-6333

**HOLLY SILK**

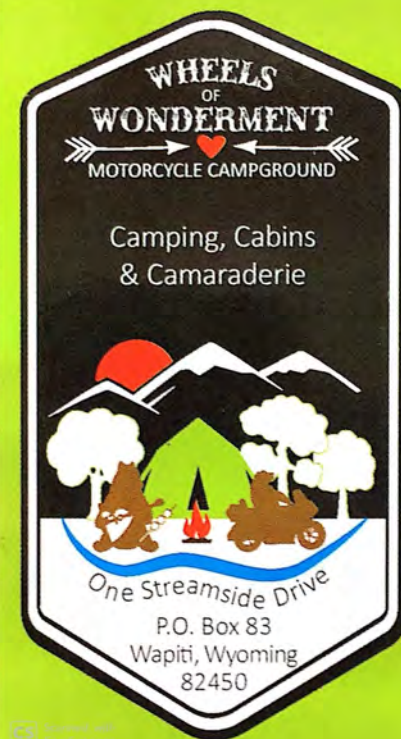
**BUDDY COWART**

**HANNAH LEPIANE**

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MONTANA BMW Riders**

**We're on the Web:  
[www.mtbmwriders.org](http://www.mtbmwriders.org)**

# 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 \$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.

**PRESIDENT:** CHRIS KEYES

Email: crkeyes@icould.com

**VICE PRESIDENT:** MARK D. JOHNSON

Email: jeepin77cj@hotmail.com

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Kalispell, Montana 59901

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Email: lemkennt@live.com

**NEWSLETTER EDITOR:** DICK FRENCH

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Email: Tom.moe@sbcglobal.net

**BMWMOA—AMBASSADORS:** KEVIN & ANNIE HUDDY

Email: huddykl@gmail.com or huddya@hotmail.com

**CLASSIFIED ADS FOR THE WEBSITE:** MIKE WRIGHT

Email: mikewinmt@gmail.com

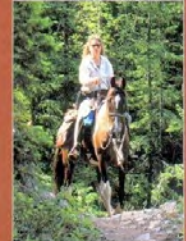
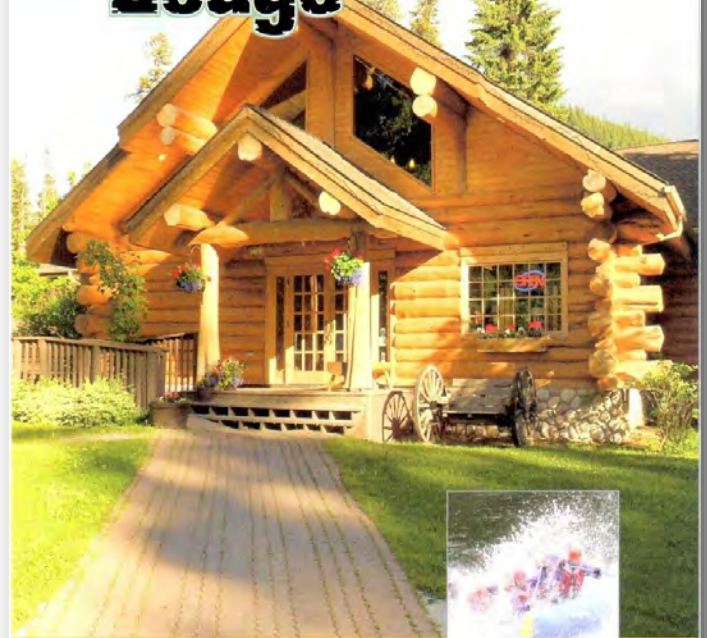
Items for the newsletter are welcome and may be emailed to either:

(R\_G\_French@msn.com) or

(RGFRENCH1937@gmail.com)

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# MONTANA BMW RIDERS NEWSLETTER



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Wander on down to 2315 South Avenue West in Missoula or call (406) 728-5341 to speak to one of the highly trained staff.



When you go, tell them you saw their ad in the MT BMW Riders **JULY** 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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