

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



-HOME OF THE NEXT BEST RIDE-

President's Corner



What a terrific turnout in Lincoln last month for our first face-to-face gathering since September. And after the dismal crapstorm that was 2020, what a surreal experience it was too. First, to join up with members **Robert Carpenter**, **Bill Clark**, and **John DiBari** for the ride east from Missoula, I felt every bit like Mad Max with fellow co-conspirators on a post-apocalypse (but cheerful) mission up the Blackfoot Valley. And then to find the parking lot of the Montanan Steakhouse filling up with motorcyclists and motorcycles (and sidecars) – real people, real faces, real conversation – what a revelation! The venue was ideal, food and service were excellent, and spirits were buoyant – especially buoyant for three lucky raffle winners: **Sandy Knutsen** claimed the bottle of Biker Zinfandel, **Don Deuel** slipped off with the REV'IT glove liners, and **Mark Johnson** donned the BMW roundel ballcap. And above all the hubbub, our crisp **new club banner** announced that the Montana BMW Riders are back in business! It sure was a great way to launch the much-anticipated riding season that lies before us.

There's so much on the calendar this summer, but for me the big one is the **BMW MOA National Rally** in Great Falls – now less than eight weeks away. If you're still on the fence, may I advise that you take a Sharpie (not a pencil) to your wall calendar, block off **June 24-27**, and plop down your \$65 (or \$85 non-members). That modest sum buys you three days of rally, and it even includes three nights of camping right there at the fairgrounds. Of course, if you spend any time in the vendors' pavilion, you're liable to blow through a lot more than that \$65. But where else can you actually handle and evaluate all those helmets, gloves, boots, jackets, tank bags, auxiliary lights and other farkles that you've been coveting? Then there's the affordable and interesting training opportunities that are normally unavailable in Montana – like the Street Masters Cornering Workshop, or the Law Enforcement Motor Officer Training. And I'm only just scratching the surface.

If you enjoy the full-immersion rally experience, or just if you're the ultimate cheapskate, then you'll want to camp right there at the fairgrounds among all those thousands of motorcycles (hint: bring earplugs). It's my pleasure to announce that **John Webster has stepped forward as our Camping Czar to coordinate the club's camping area reservations**. If you're planning to camp at the rally, even tentatively, please get in touch with him ASAP at (jweb4040@gmail.com); John will need to submit an estimated head count by mid-May in order to make sure we get a roped-off patch of reserved ground that's big enough for all of us.

I sure enjoyed the MOA rally in Billings in 2015, and the one in Salt Lake City in 2017, but the ride down to latter was not one I'd choose to repeat. **Kim Lemke**, **Chuck Reaves**, and I departed together from Missoula early on a Wednesday morning and headed up the Bitterroot Valley. Following a breakfast stop in Salmon, Kim continued on US 93 toward Arco to meet up with a friend, while Chuck and I split off up the Salmon River toward Stanley. About 30 miles

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President's Corner

along that curvy, narrow canyon road we encountered a stretch of pavement littered with sharp-edged rubble. Following behind Chuck's R1100RS, I was alerted to the dangerous stones and cobbles by his well-timed swerves. But as we emptied out onto some flatter ground, Chuck popped on the turn signal and eased into the parking lot of Torrey's General Store. His rear tire had a substantial gash that made both our hearts sink. We were more than 230 miles from Big Sky Motorsports in Missoula, and still more than 150 miles from Boise. The store proprietor suggested we try a vehicle tire shop back in Challis. It seemed like a longshot, but less than an hour later



our newfound tire friend roared up in a pickup, inspected the wheel and tire, and declared he would attempt to patch it. He threw it into the truck and spun back down the road again toward his shop in Challis. We sat in silence in the shade, did some repacking, a bit of snacking, and waited some more. If this didn't work, there were no good options in store. To our relief, the truck eventually returned with a successfully patched tire. Following a series of well-meaning admonitions from our tire savior, the bill was settled, the wheel was remounted, and we were back on our way – at a less torrid pace, and a few hours behind schedule, but otherwise none the worse for wear. From there we would ride until

dusk, hole up for the night at a small motel in Bellevue, and the next day continue on to the Utah State Fairpark, where Chuck would gratefully pay top dollar to have a rally vendor mount a new replacement tire. After three action-packed rally days, the anxiety of the ride down became a faded memory.

I have a few additional thoughts about the extremely romantic narrative that the MOA has built up for this incredibly scenic and charming, gustatorily delightful, sophisticated western town called Great Falls, Montana. It sounds like some other Great Falls that I haven't been to yet. But I'll save that sarcasm for another time. In the meantime, keep a sharp eye out for those roadside Falling Rock warning signs.



Chris Keyes

President, Montana BMW Riders

MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasure's Column - Dave McCormack



Welcome to 19 new members!! Thanks to some hustle and to our new webmaster, Lance Lerum, we've logged that many new members since the last quarter of 2020...even in a pandemic period. The number tells me that folks want to belong to a club that rides and is fun. They will find a comfortable group of folks to talk motorcycles with, chat about trips and challenges across a wide range of motorcycle riding styles and interests. For all of us old timers with the club, this is a reason to cheer. New members bring new ideas, energy, and enthusiasm for club activities. Let's make them feel welcome. Let's do our bit to encourage conversation, information exchange, and excitement about having new riders with whom to share the road.



Thanks to **Lance Lerum** and **Pat Endres**, the club has acquired three new **MT BMW Riders** banners so that at meetings, rallies and get-togethers, we can identify our club and feel like we're all part of an important organization providing fun, fellowship, and that old favorite, motorcycle chatter.

On another note, we are at 110 paid members as of this issue of the newsletter. Combined with the income from our advertisers, we are more than financially healthy. We are in a great position to focus on our scholarship program. It provides a cash stipend when you take and complete an approved training course. **Kevin Huddy** is the scholarship manager. Maybe this year it's time to do an advanced rider course and learn about getting off the seat in tight corners.

For me, as your Treasurer, it's a good feeling to know that we can pay our bills, throw some money at continuing education, offer real prizes in our contests, and put some cash into things that have been on our "To do" list for the last several years. And, we can keep our dues at the \$15 level for another year. To my knowledge...it's been \$15 for ever...at least since I joined in 2006. And now, for some sunshine...

Dave McCormack

Secretary-Treasurer



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MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator



I am planning to head to **Wilsall** for lunch at the **Bank Bar & Vault** on **May 29 at 1:00 PM**. I hope some Bozeman area members and riders will join me. They will take reservations so please call or text me at **406-599-5226** so I can get a count. Look forward to seeing you there. I am also thinking and looking for other destinations and ideas for Bozeman area folks to get together now and then.

The year was 1984 and my best bud Kirk, had a 1960-something BMW R60/2. He wanted to go to the National Rally in Missoula, Montana. He lived in Lewistown and I lived in Billings, so we agreed to take off from Lewistown. I had a 1970s Honda CX500 I rode quite a bit, so we made plans to attend the Rally. The CX was a liquid-cooled V twin with a drive shaft similar in configuration to a Moto Guzzi. Nice bike actually, except I remember it being kind of hot on my knees. There were few BMWs in Montana so I was not really familiar with the brand at all, having rode a 1974 KZ900 and several dirt bikes previously.

About a month before the Rally I went to a Safeway in Billings to get a couple of things, and when I came out I put the key in and hit the starter. The bike immediately revved up before I could shut it off. Someone had set the throttle lock open, and I had not noticed it. The engine did not blow but it was knocking and ran poorly. I got it home by pushing it the eight or so blocks, that was not fun. I had an idea what the damage was and pulled the heads and as predicted, found the valves had floated, hit the pistons and bent. A relatively easy fix except the valves were back ordered two months for reasons I didn't fully understand at the time.



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When you go, tell them you saw our ad in the MONTANA BMW Riders **MAY 2021** newsletter and ask about our models and financing.



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator - (continued)

About a week later I noticed a 1973 BMW R60/5 for sale for \$500 in the Billings paper. The bike was located in Miles City, about a two-and-a-half-hour drive away. It had a Wixom fairing and some kind of fiberglass bags. I borrowed my neighbor's trailer, hooked it up behind my 1980 Olds Toronado and in a rainstorm, headed to Miles City. I took it for a little spin and bought it.

I began to go through it, changing oil, checking valve clearance and learning as quickly as I could about maintenance. I thought the valve clatter was excessive, especially compared to the quiet Honda. After checking it all out and getting used to it, Kirk and I prepared to head for Missoula. We had both gone to the University of Montana there, and Kirk had a bud we were going to stay with.

His bike ran great, but kept contaminating the oil with brass shavings, so we changed oil every 100 miles or so on it. We had no idea why it was doing this but we went on anyway. When we got to the Rally I immediately realized every airhead that rode by sounded just like my R 60/5; I concluded the valve clatter was just part of the brand. I joined BMW MOA and have been a member - and BMW rider - ever since.

We were amazed by how many bikes were there of every shape and condition and enjoyed the vendors. We sure had a good time at the rally, and at Kirk's friend's cabin in the woods east of Missoula.

I noticed another BMW R60/5 for sale in the Missoula paper, wrecked and incomplete for \$50. I went and looked at it, bought it and returned two weeks later with the trailer to retrieve it. It was low mileage, the forks and frame bent, but the motor, transmission and final drive were complete and in good shape. I wound up parting it out.

Since I had more time than Kirk, I rode his R60/2 back to Billings and he took the R60/5 back to Lewistown. We split up at Eddies Corner.

Upon my return I tore into the R60/2 and discovered that a rotating brass breather valve had gotten cocked and was shaving off particles, it was an easy fix except for getting all the brass.

The valves came in for the Honda. I installed them and immediately put it up for sale. Along comes a guy with another R60/5; he had it rebuilt and the rods were knocking badly. He wanted to trade it and a deal was made as I had the parts bike, so I figured I could put that motor in it. I also thought I would disassemble it and see what was going on. I found that the rebuilder had put the wrong size rod bearings in it, so I ordered bearings, took the crank, rods and bearings to a machinist and we got the proper fit by honing out the rods. It ran like a top when I put it back together and I sold it easily at a good profit.

I then began to fix up the R60/5, finding and installing the long frame components, Krauser bags, a Vetter fairing and just turning it into a great bike. I sold it in 1986, but always wished I had it back.

In the spring of 1985 I noticed a 1976 R90/6 in the Billings paper at a good price, and since I planned to begin two-up riding decided to spring for it. I found a Vetter fairing, Krauser bags and an EzBerg seat for it and it became my ride until I acquired my first oil head, a 2000 R1150RT, in 2005. I restored it in 2004 and coincidentally sold it to my buddy Kirk in 2017. He still has it.

That Rally began my BMW riding career, a career I hope to continue as long as I can.

MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator - (continued)

THE RALLY IS ON!!

Wednesday, April 14, 2021 ([1 COMMENTS](#))

Posted by: MOA Staff

We all know 2020 was a weird, disappointing year filled with questions and frustrations about motorcycle travel. It seems 2021 is shaping up to be less weird, less disappointing, and even less frustrating when it comes to travelling on our motorcycles. With vaccinations against COVID-19 proliferating in the population and restrictions loosening across the country, the MOA would like to encourage everybody to attend the National Rally, being held June 24-27, 2021, in Great Falls, Montana. You can [REGISTER NOW ONLINE!](#)

We were able to carry over much of our planning and preparation for the 2020 rally to 2021, but we have added more and adapted to the necessary changes. We hope you'll join us and enjoy the ride to Great Falls and the ride back home after having caught up with your old MOA friends and made new ones to keep up with at future rallies.

- Rally When: June 24-27, 2021
- Rally Where: Montana ExpoPark, 4003 3rd St NW, Great Falls MT 59404
- Rally Website: RALLY.BMWMOA.ORG
- Rally Contact: Corey and Becky Smith, [RALLY CHAIRS](#)



There is no better way to bond with your fellow MOA members and BMW riders than the National Rally; we like to think of it as a family reunion and a great excuse to ride out to visit a different part of the country every year. The MOA is taking more than reasonable precautions to hold a safe and fun event in Great Falls for our members. As an organization, we will exercise plenty of caution and do our best to help people enjoy the Rally with common sense guidelines such as social distancing, hand washing, sanitization, etc. We are doing our part by providing neck buffs for every attendee, extra hand sanitizing stations, extra shower facilities, reduced capacity within buildings, outdoor entertainment wherever possible, limited touch interactions with members, etc.

The Rally will follow the guidelines, ordinances and mandates in effect June 24-27, 2021, in Great Falls. Currently, Montana does not require face coverings.

An event as big as the National Rally only succeeds because MOA members volunteer to help out. We hope you'll volunteer too, and have made the process of signing up to volunteer online as easy as possible. If you're unable to sign up online, feel free to reach out to Tonya McMeans at MOA HQ [VIA EMAIL](#) or phone at (864) 438-0962.

Ride safe, and keep the rubber side down.

Tom Moe

BMWMOA Regional Coordinator



MONTANA BMW RIDERS NEWSLETTER

BMW AMBASSADORS - Kevin and Annie Huddy



The Greater Helena Area members of the Montana BMW Riders took a giant baby step towards revising our First Saturday Breakfast tradition following a pandemic induced hiatus. Eight members assembled at noon on Saturday, April 24th for a BYOS (Bring Your Own Stuff) lunch at

the Huddy's Outpost. Attendees brought their own lunch, which was supplemented with soup, chips, coffee and homemade cookies. No doubt some area riders were dissuaded from attending due to the raw, blustery and damp weather, but four resolute and intrepid members rode to the gathering. Those attending were: **Paul Smietanka**, Moto Guzzi Quota; **Mark Ellzey**, F650GS Thumper; **Mike Meredith**, R1200R; **Ken Conrad**, Ural; **Brenda Conrad**, CRV; **Ed Field**, Unknown auto; **Kevin and Annie Huddy**. All enjoyed spending a few hours talking about all things motorcycle and to doing so with regularity in the coming summer months.



Under the heading, CANCELLATIONS and POSTPONMENTS, the **BeeCee Beemers**, British Columbia, have decided to cancel the 2021 rally in Nakusp because of the uncertainty about the Covid situation and the possible rules that may be in place in the province at that time. Plans are currently in place to hold the rally in 2022.

Under the heading, COME HELL OR HIGH WATER, The call is made. The border closure is extended until 21 May. **Tech Day** will be on **September 25th**, come hell or high water. If the border is still closed we will hold it anyway.

Kevin Huddy



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Historian & Motorcycle Safety Foundation Coach - Kim Lemke



After a one-year pandemic hiatus, **Montana Motorcycle Rider Safety (MMRS)** has pushed the starter button. The last weekend in April, I was one of two coaches at the Missoula Range. Interest in motorcycling increased last year in many places, and Montana has a shortage of staff and a lack of places to teach the safety course.

As a result, students came to Missoula from Northwestern Montana and Eastern Montana as well as our usual 100-mile radius. The other coach came in from Cody Wyoming. We had a coed class with a wide range of ages. They had one thing in common, a desire to learn safety on two wheels. Saturday was typical April in Montana, causing us no serious problems. Sunday the weather tried to interfere with the crucial evaluation of riding skill, but applying what they had learned and not pushing the limits, the entire class was successful.

At the end of the day, we remind the students to finish the process with the State to get the Motorcycle endorsement added to their license. We also gave them Montana information that we know and tell them to look for clubs and or other riders in their area. If after riding awhile they decide to continue, we tell them how they might become a Rider Coach. **Montana Motorcycle Rider Safety** also has a **2nd level class** that is one day on your own bike. The **Advanced Rider Course (ARC)** is also one day and is another step up on your own machine; many take it when they get a different/another motorcycle. Find us on the internet or call **1-800-922-BIKE**.

The **Advanced Riding Course** in **Missoula** will be conducted **June 26, 2021**. According to **Jim Morrow**, Director of Montana Motorcycle Rider Safety, this class has only one student registered, (perhaps because it coincides with the BMW MOA Rally) all other classes in the entire state are full. **Montana Motorcycle Rider Safety (MMRS)** hopes to open some more classes in late May after more teachers are trained.

Kim Lemke



File photo - Advanced Riding Course, Missoula, June 2019

MONTANA BMW RIDERS NEWSLETTER

School House Contest—Latest Rules, School List and Contestants

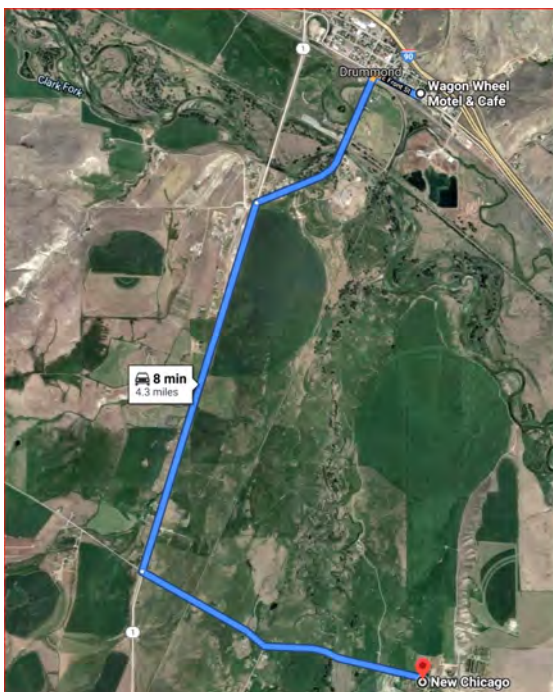


Dave McCormack, coordinator for the (one room) Schoolhouse contest reported **John DiBari, Norm Jarvis, Carol Graham, Gary Graham, Jason Andres, Dick French** and **Lance Lerum** have signed on for this contest. The rules are included as an **attachment** to this Newsletter as well as a list of the schools that are to be located. Both documents are available on the **MONTANA BMW RIDERS** website.

Paste this web address in your browser; [Montana BMW Riders \(mtbmwridders.org\)](http://Montana BMW Riders (mtbmwridders.org)) and scroll down to “Announcing the One Room Schoolhouse Contest.”

Built in 1874, in New Chicago, the New Chicago Schoolhouse (Number 15 on the “Montana Schoolhouse Contest List” noted above) was moved to the west end of Drummond in 1988 and has been restored by volunteers of the Lower Valley Historical Society. With its bell tower it can be mistaken for a church. Among the exhibits is the story of Emma Davis Wilson (1844-1917), a pioneer teacher who homesteaded with her husband and two sons near New Chicago in 1874. Another exhibit is the quilt depicting the history of the Drummond area. The museum offers a number of other exhibits giving the visitor a glimpse of the history of this area.

New Chicago was located along Flint Creek; at the junction of the Mullan Road and the road to Phillipsburg. It included two hotels, two stores, two saloons, a flour mill, a telegraph station, several stables, a stage station, and a Wells Fargo office. With the arrival of the railroad to Drummond (Edwardsville) in August of 1883, New Chicago slowly ceased to exist. Today, the townsite is cultivated farm land.



Linda Smith, informal curator of the New Chicago Schoolhouse, said they attempt to have it open for visitors starting after Memorial Day. She volunteered she could arrange to have building open for a special visit by MONTANA BMW RIDERS, and offered pie and coffee.

Editor

MONTANA BMW RIDERS NEWSLETTER

Maintenance Philosophy - Ken Conrad



The following is a description of a character-building, patience-testing piece of work I recently had the pleasure of doing on my '97 BMW F650.

First Disclaimer: This is not to recommend a specific procedure or technique of completing the task I wish I hadn't had to do, nor is it intended as encouragement to try this at home, kids.

I spent way too many days last week spewing epithets at the "engineers" who somehow crammed two carburetors, a one-into-two intake tube, two intake manifolds downstream of the two carburetors, and one airbox, into a space only large enough for the entire completed assembly. No doubt very easy to do on the assembly line while building the F650. Not so much after the motorcycle is all put together.

I discovered my in-line two-piece reusable fuel filter was leaking where the two pieces screw together. Couldn't get it to seal tight enough to stop the leaking.

So, in removing the filter, I accidentally pulled the fuel line off the connection that feeds the two carburetors. No problem I thought. Just reconnect it. Simple.

Nope.

The connection is between the two float bowls. Can't be accessed without removing the carburetors. And the air box. And the intake tubes and the intake manifolds. As well as the fuel tank and side panels, the battery and battery box, a whole bunch of hoses. And the exhaust pipe/muffler. Oh and the rear wheel too.

Taking it all apart, not too terribly bad. Exponentially easier than reinstalling everything.

A character-builder for sure. Work sets you free. German motorcycle, doncha know.

Although it has an Austrian Rotax engine, and was built by the Italians (Aprilia).

When the F650 was first unveiled, in '93, shocking the BMW purists, it probably caused more than a few of the faithful to fear the end was near. Gott im Himmel! This can't be a BMW! It has an Austrian overhead 2-cam, four valve, two carburetor/two exhaust port, single cylinder dry sump engine, is water cooled, carries its oil in the frame downtube, has Italian switchgear, and horror of horrors, has chain drive (gasp) instead of shaft, and is built by Aprilia. In Italy. By the Italians! Seemed like the end of the world.

I still really like the F650 though. It's right at the top of my all time favorite motorcycles. Does most everything pretty darn well. Including long distance travel.

Second Disclaimer: If I ever have the pleasure of removing the carburetors again on the F650 I may not follow the shop manual recommendation to remove the airbox and all the other stuff I wrestled with to access the carbs. Not sure, but I kinda think I could have removed the carbs without pulling off all that other stuff. I just followed the shop manual recommended procedure, thinking that must be the approved method.

Could it be my part-German ancestry? "Vee vill follow zee procedures, nein?"

Had I listened to my other two nationalities, Austrian and Russian (especially the Russian), I may have had an easier time of it. My Ural Gear Up does seem to be less, ah, sensitive to following well-defined maintenance and repair procedures. But, no, I'm working on a BMW, the Legendary Motorcycle of Germany, so I just simply had to listen to my efficient, disciplined and well-organized German side and use the shop manual, precisely following the procedures to the letter.

If there ever is a next time to pull the carburetors, I think I'll see if I can find someone to translate the shop manual to Russian.

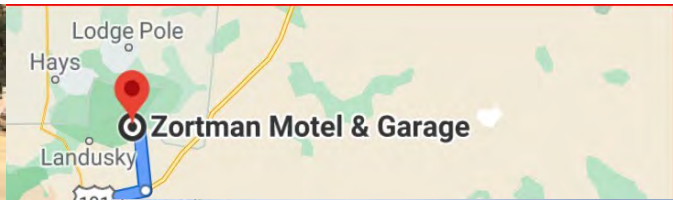
Ken Conrad

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Mike Hofferber



Gary Armstrong



Left to Right
Terry Pancich
Pat Endres
Mike Hofferber



MONTANA BMW RIDERS NEWSLETTER

Reports from the Road (continued)

ZORTMAN, Montana

GHOST TOWN (Courtesy Montana Department of Tourism)

Gold established the community of Zortman. Although gold prospecting took place as early as the late 1860s, it wasn't until approximately 1890 when Pike Landusky and Bob Ormond struck a rich vein that the town of Zortman was born. It was named after Oliver 'Pete' Zortman, who with a partner constructed a mill near Zortman that initiated the extraction of low-grade ore from rock.

Many mines were sunk into the mountainsides - the most prosperous being the Ruby Gulch in 1904. It produced as much as \$14,000 per day in gold bullion. In spite of a destructive fire in 1912, the mine flourished until World War I. The mine then shut down until the early 1930s at which time the Little Ben Mining Company was formed and the Ruby Gulch mines were reopened. This mill became the second largest cyanide mill in the world during its time of operation. Approximately 2,000 people resided in the Zortman area in the early 1920s. To accommodate this influx were nine bars, several general stores, two hotels, barbershop, small hospital, bakery, meat market, pool hall, two grade schools, livery stables, newspaper and girlie houses.

In 1936 a destructive wildfire swept through the Little Rockies destroying the majority of the mining operation. It is estimated that the mines at Zortman, Landusky and Beaver Creek produced \$125 million in gold before the shut down in 1949.

Zortman's mining revival came around in 1979 but the era of prosperity ended in 1998. At present the mining operation is undergoing a reclamation plan.

Thus, Zortman has once again switched its roles from a bustling prosperous mining town to a quaint and nostalgic village of approximately 60 residents. Historic log cabins and miners' shacks lean between modern buildings and trailers in a mishmash of architecture. A white clapboard church, elegant in its simple design, sits high above the town on grassy mountainside.

Editor



Photo courtesy Montana Department of Tourism

MONTANA BMW RIDERS NEWSLETTER

Reports from the Rode - Kevin and Annie Huddy



Kevin and Annie Huddy, for the past several years, shared their 'anniversary' ride with the readers of the MONTANA BMW RIDERS Newsletter. This year it appears, the ride (or drive) was on their Urals, from Helena for a loop through Yellowstone Park with a stop at Chico Hot Springs on the way home. From the photos below, perhaps the stop was to warmup. - *Editor*



Along the Madison River 40 miles south of Ennis. Herd of 180 -200 elk in the pasture.



Raynolds Pass north of Quake Lake. It was not sunny

The Roosevelt Arch is a rusticated triumphal arch at the north entrance to Yellowstone National Park in Gardiner, Montana, United States. Constructed under the supervision of the US Army at Fort Yellowstone, its cornerstone was laid down by President Theodore Roosevelt in 1903. The top of the arch is inscribed with a quote from the Organic Act of 1872, the legislation which created Yellowstone, which reads: "For the Benefit and Enjoyment of the People".

Coursey of Trip Advisor



MONTANA BMW RIDERS NEWSLETTER

Mileage Contest - Larry Banister

Ladies and Gentlemen, attached to this Newsletter is my most recent spread sheet which shows those from whom I have received your beginning mileage entries for this year's **Montana BMW Riders Mileage** contest. As a majority of the submissions have been via email, I'd like you to make sure that if you've sent me your mileage, you check the list and make sure I have you on the roster. (Last year it seems that at least one individual submitted their entry to me and I never got it!)

We have a good representation of our club entering (which shows you have above average intelligence since entering gets you in the running for CASH prizes!), as well as some of our new members. I really enjoyed the level of pent up enthusiasm that was displayed at our Lincoln meeting, which by the way produced another 4 entries into the contest. I'm looking forward to seeing you either on the road, at one of our events or at our club camping area at the National BMW Rally in Great Falls this summer!

Thanks again to all who signed up, and if you did so, and I don't have you down, let me know. (The final day for participating in this year's contest was April 30th which has now passed since you've got Mr. French's latest edition of our newsletter!)

Larry Banister

Montana MBW Riders Mileage Contest Coordinator



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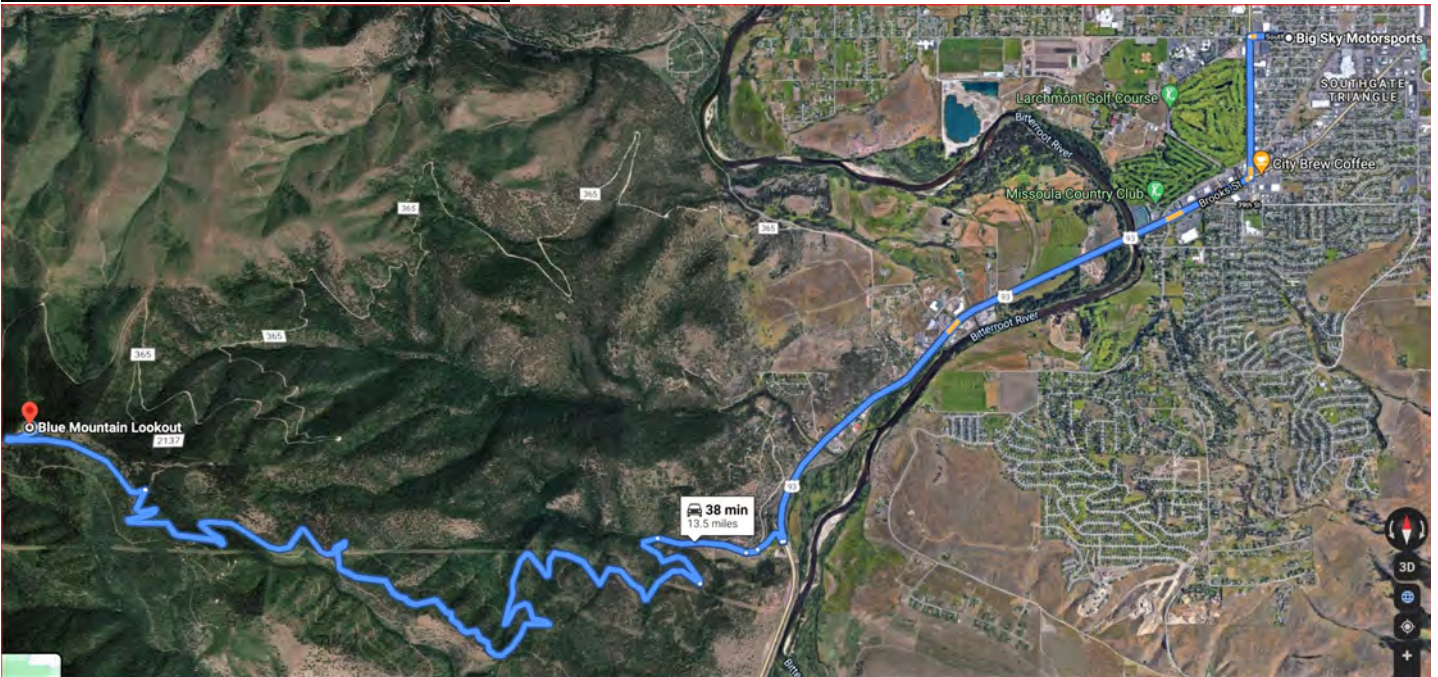
Fire Lookout Challenge - Blue Mountain Lookout



Blue Mountain Lookout, a short 13.5 mile run from Big Sky Motorsports, at an elevation of 6,366 feet in the Missoula Ranger District of the Lolo National Forest.

Developed in 1934 as a 40' pole tower with an L-4 cab, the present 41' treated tower with R-6 flat cab came from Davis Point Lookout in 1966, where it had been built in 1957. The windows have been modified to slant outward and reduce glare. Heavily visited by the public due to its proximity to Missoula, proposals have been made to establish an interpretive setting at the lookout. The tower is listed on the National Historic Lookout Register.

Photo courtesy of Gary Weber and Dave Bula.



MONTANA BMW RIDERS NEWSLETTER

New Members



Meet **Russell Fisk**, who grew up in Poway, California (just north of San Diego) and currently resides in Capistrano Beach CA. He and his wife Pam hope to become full time Hamilton, Montana residents in early 2022. Russell was raised in a family of five boys and got his 1st motorcycle at age eight. Although there was a long hiatus from 1982 to 2002 to raise a family and operate his business as a general contractor in the area, when he again picked it up in 2002, he acquired a BMW K100 with about 30,000 miles. This carried him another 150,000 miles. It was later replaced by another K100, found on Craigslist, a bike that carried him to the top of Pikes Peak. Then in 2018 his wife (Pam) surprised him with a brand-new BMW K1600B for his 60th Birthday! His riding increased as he transitioned from his general contractor business to that of an independent home repair contractor, using the National Parks as his objective. To date, Russell has visited every National Park west of the Mississippi plus a few on the east

coast that were combined with several tours to Minnesota, Montana, and many other states from his home in southern California.

In preparation for full retirement in early 2022, after his wife retires from her management position, also in the construction industry, he purchased some property in the Bitterroot Valley. They are currently having a barn erected on their property, for all their toys and rolling stock, i.e., Motorcycles, cars, trucks, etc. to have a place to park everything inside.

Welcome to the MONTANA BMW RIDERS club. *Editor*



Meet **Doug Anderson**, from Red Lodge, Montana. A recent retiree after a career with a pharmaceutical company, he took up riding at about 40 years old. Like so many of us, motorcycling had been an emotion running through his veins for years. He reconfirms the point – if you visit a motorcycle showroom often, impulse overcomes reality – in this case, in 1992 in Dallas-Fort Worth, an old Honda Gold Wing. The dealer rode it home. Then began the self-instruction (no mention of the number of ‘drops’). After reaching a basic level of confidence, the Motorcycle Foundation Basic course, and an endorsement on his driver’s license followed. Rides became longer, into New Mexico and Utah. When he

was transferred to Utah, the old Gold Wing gave way to a newer Gold Wing and a trailer. Rides became touring with loops through the mountain states and into Canada. Upon being assigned back to Texas, the Honda gave way to a 2009 K1200LT which carried Doug into retirement. When he reached his ultimate retirement goal, settling in Red Lodge, the K1200LT was replaced by his current 2014 BMW K1600GTL.

As I interviewed Doug, he was looking out at the Red Lodge Ski mountain, lamenting they were just about at the end of ski season. Doug is an alpine skier as well as a manager and a groomer for the Red Lodge Nordic center.

He plans to kick off his 2021 riding season in late April with a run through Sturgis, South Dakota for new tires, then on to Scotts Bluff, Nebraska to visit family. His route home will be a bit circuitous, passing through Salida, Colorado, a long layover in Santa Fe, New Mexico, and then on to Fort Worth, Texas and eventually, Red Lodge, Montana.

Welcome to the MONTANA BMW RIDERS club. *Editor*

MONTANA BMW RIDERS NEWSLETTER

New Members - (continued)



Meet **Caleb Hart**, currently living in Choteau, Montana. Caleb is originally from Woodruff, South Carolina, came to Montana for collage and stayed. He is currently working as an independent contractor working on residential housing. Although his father was an occasional motorcycle rider – Honda Shadow – and Caleb did some dirt bike riding on a Kawasaki 100, he did not take up adventure until he relocated to Choteau where he purchased a 1995 BMW R1100GS in late 2020. He wanted to get a motorcycle as a college graduation present to himself.

Caleb completed the Motorcycle Safety Foundation Basic Course in Great Falls. He has not had an opportunity for any extensive riding, although has had at least one ride each month in 2021. His immediate goal is to make the daily commute to Agusta where he is currently working, on the R1100GS.

Welcome to the MONTANA BMW RIDERS club

Editor

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MONTANA BMW RIDERS NEWSLETTER

New Members - (continued)



Meet **Wayne Ayars**, Whitefish, Montana. Wayne was a military dependent and completed his high school education in the San Francisco Bay Area and then his college education at Idaho State University. He started riding motorcycles when he was young, about ten years old, with a minibike and various dirt bikes, which he parked alongside his father's Harley-Davidson. He had a street bike as a high school student that followed him to college. He had a career as a pharmaceutical representative that brought him to Helena in 1977, and then to Whitefish in 2006.

His preference has been backcountry riding, although he has toured road bikes throughout the west and Canada. The stable of bikes Wayne currently has include a 2018 BMW R1200G-SA, 1981 BMW R80 G/S and a 2014 KTM 690R. Wayne has been a guest at the Huddy Tech session, Airheads Beemer Club, and various BMW related events. As a result, he is acquainted with some MONTANA BMW RIDERS and Airhead Beemer members from Alberta. He has also been a long-time riding partner with new member **Brooke Hunter**. Wayne noted it was only recently he became aware of the MONTANA BMW RIDERS but was familiar with the areas and experiences shared by other members.

Two of Wayne's favorite rides are over Lolo Pass to Orofino, Idaho and St. Regis to Avery, Idaho along the St. Joe River. The closed Canadian/US border precluded his annual ride into the adjacent Canadian provinces in 2020 and like many of us hoping that situation will be resolved in 2021.

Welcome to the MONTANA BMW RIDERS club.

Editor



Meet **Ben Reed** from Helena, Montana. Ben comes to the club via the way of long-time members, **Fred, and Susan Reed**, shown on the right. We did a Rider Profile on Fred and Susan in the November 2019 Newsletter. Ben felt he was born into motorcycle riding. His father briefly owned and operated a motorcycle parts and repair shop, *Reed and Son*, and his mother was an avid passenger and sometime rider; neither of them



worked hard to discourage him.

Ben completed his primary and secondary schooling in Missoula, and then into the U. S. Army to be in Military Intelligence for four and half years. He learned Russian at the Defense Language Institute in Monterey, California as part of his military training. Upon his discharge, and retuning to Missoula, his first bike was, and is still in his garage, a 1991 BMW K75. This bike carried him through undergraduate and law school at the University of Montana. His parents were both Peace Corps volunteers, and adventure genes were passed on to Ben. He initially worked in Helena, but, with his law degree and language skills, he was soon taking one-and-two-year assignments with various international agencies in countries of the former Soviet Union and the Balkans. At the completion of each assignment, he would return to Helena, and a growing fleet of motorcycles.

In addition to the K75, his garage contains a 1993 Suzuki Bandit 1200S, a disreputable 1976 Honda XL350, and a 1992 Yamaha TDM 850. His most recent motorcycle came with conditions. When his Father, Fred, hung up his helmet for the last time in 2020, he sold his 1989 BMW R100RS to Ben with the proviso Ben would carry on the Reed association with the MONTANA BMW RIDERS. We are pleased to report that he has fulfilled that condition.

Welcome to the MONTANA BMW RIDERS club.

Editor

MONTANA BMW RIDERS NEWSLETTER

April Meeting - Lincoln

In spite of threatening weather, we had 19 riders and another nine drove for our pandemic 'cabin fever' breakout at Lincoln. Riders came from Kalispell, Corvallis, Arlee, Missoula, Lincoln, Florence, Clancy, Helena and Townsend. Victor Johnson, from Lincoln and Sandy Knutsen become the newest members at the meeting.

Editor



Starting at the upper left, Dave McCormack, Larry Banister, Mark Johnson, Kevin Huddy, Annie Huddy, and Chris Keyes. Sitting next to the log column, Mike Meredith, and on his left, Lance Lerum and John Webster. At the back table, Paul Smietanka with his hands in the air, Al Murray across the table, and Mark Ellzey, Don Deuel with the red shirt, K. Bill Clark in the light shirt, Greg Hintz in the light hat, and on his left, Carol Helm, and across the table, Antje Engelhard, and John DiBari on the end of the table.

At the table in the foreground, John Wing, Sue McCormack and on her left, Robert Carpenter, new member Victor Johnson, Ken Conrad, and across the table, Lynn Springer, Karen Springer, Sandy Knutsen and Mick Baughman.

MONTANA BMW RIDERS NEWSLETTER



Guess whose respective motorcycles each of these signs were attached. Hint—both were Urals!

MONTANA BMW RIDERS NEWSLETTER



Under the heading, "New Ride" category is Janet Webster with a very sharp All American CAN AM. We can't wait to see this one up close. Who gets the prime space in the garage?

Editor



MONTANA BMW RIDERS NEWSLETTER

Club Meetings and Ride Schedule 2021

Month	Date	Location	Venue	Day	Time	Theme ⁽¹⁾
January	Although no entire MT BMW RIDERS club events are scheduled, each geographical area is encouraged to informally arrange social gatherings suitable for your level of comfort with the level of COVID -19 at the time.					
February						
March						
April	18 th	Lincoln	Montana Steak House	Sunday	1:00 PM	
May	23 rd	Hauser Lake	Lakeside on Hauser	Sunday	1:00 PM	Air Heads & Three Wheelers
June	24 th – 27 th	Great Falls	BMW MOA RALLY	Thursday – Sunday	All Day	Just Ride
	26 th	Choteau	Choteau City Park (Bring your own lunch)	Saturday	Noon	
July	18 th	Phillipsburg	Winninghoff Park	Sunday		
	28-31 & Aug 1 st	Helena	Base Camp Jorgenson's	Thursday – Saturday	Thursday Evening – All day Friday - Sunday	To Helena and Back, Paved, Unpaved & Combination
August	21 st	Powell, ID	Lochsa Lodge	Saturday	Noon PST	K Bikes
September	19 th	Roscoe, MT	Grizzly Bar	Sunday	Noon	GS/ADV
	24th-26th	Helena	Huddy's Outpost	Friday – Sunday	All Day	Repair and Winterization
October	17 th	Ovando	Trixi's	Sunday	1:00 PM	Thumpers
November	20 th	Jackson	Jackson Hot Springs	Saturday	1:00 PM	
December	4 th	Missoula	Big Sky Motorsports	Saturday	5:00 PM	
The "Theme" is to encourage riders of the type of bike noted, to ride that motorcycle to the event.						

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

- 2 pair Happy Trail side cases - \$175/pair
- 1 Happy Trail top case - \$85.00
- Set of three black cases - \$240.00
- Prices at Belt, Montana

Counter offers will be considered.

Contact **Phil Haglund**

406-939-0600



See the second set of side bags on following page

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS



MotoCentric Hi-Viz mesh motorcycle jacket.

- Size Medium. Zip-in windproof/waterproof liner.
- Two handwarmer pockets.
- Several interior pockets including a chest pocket.
- CE Level 1 shoulder and elbow protection.
- Foam back pad. The stock padding can be replaced with D30 protection.
- Very good condition.

Price: \$60

Contact John DiBari

Mobile Phone: 406-274-7337

Email: jndibari@yahoo.com



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

AUTHORITY FOR SALE: 1997 BMW R1100RT-P

Special MTBMWR price: \$1,999.

Traffic slows and eases over to the right as you approach from behind aboard this glossy black and silver road missile. According to the PO, I'm the 3rd owner of this single-spark 5-speed oilhead since its retirement from the Oregon State Police. Acquired in 2011 with 98,274 miles; current mileage is 122,795. A 3-ring binder of all my maintenance records comes with the bike. The few repairs were done by either John Munch's Motorcycle Werks or Big Sky Motorsports. I'm parting ways with this sexy beast because logic has defeated passion: I enjoy my R1200GSA too much, and I need garage space for a bike lift.



The police model has the standard R1100RT stuff (heated grips; power windshield; ABS) but is better in several wonderful ways: 1) glorious spoked wheels; 2) 18" front wheel versus the standard 17" (ride up over curbs in pursuit of miscreants); 3) integrated locked radio box in lieu of a rear seat (no passengers); 4) European switchgear and lighting settings - on/off/running; 5) precision speedometer; 6) BMW Comfort Seat ('comfort' meh, but it is wide); 7) 50-amp alternator; and 8) special front subframe w/ hardpoints. Upgrades/FARKLE's include: handlebar barbacs; LED driving lights; and AF-XiED O2 sensor manipulator to fine tune the air/fuel mixture. Comes with side cases, the original police light bar (though it doesn't fit over standard cases), plus a can of miscellaneous bits and pieces.

Chris Keyes; crkeyes@icloud.com; 406-529-5454

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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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.

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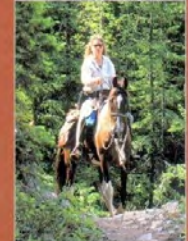
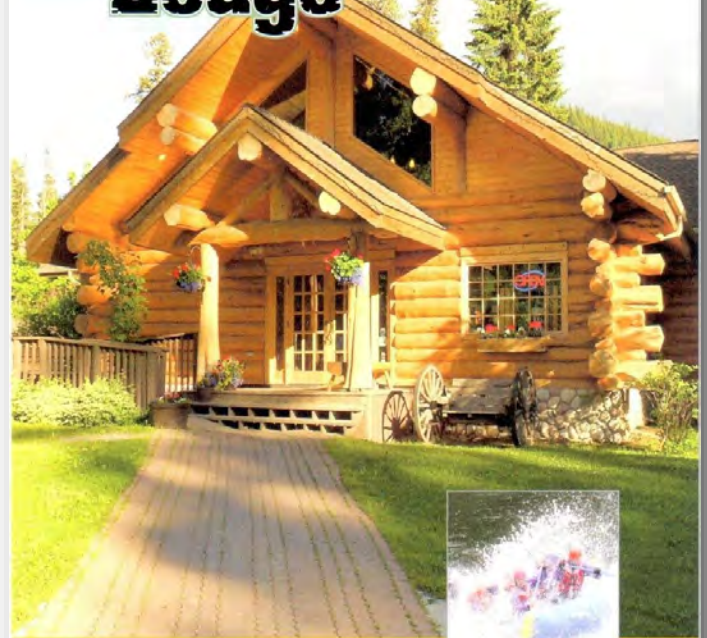
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Items for the newsletter are welcome and may be emailed to either:

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