

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



Club Activities - Editor



I am sure some experienced motorcycle rider has said, "You have to ride what the weather gives you." August was probably one of those situations, dry and VERY HOT. Many of our members took advantage of these conditions. The Beartooth Rendezvous was a destination for several members, others made their way along the Idaho BDR routes both of which are described in this issue of the Newsletter. Others simply made loops along familiar routes, again included in articles in this issue. We had 21 riders at the monthly meeting in Lincoln, and good participation at the BMW MOA Regional Coordinator's lunch get together in Winston.

We have the "2 HELENA and BACK 2" ride in September, which had good participation in the 2021. We have two members making a return visit to the **SCMA Three Flags Rally** over the Labor Day weekend, expecting them to reach Check Point Four in Missoula on Sunday afternoon.

On the administrative side of things, our executive group are making plans to hold an election of officers for the President and Vice-President positions. Be sure to check out the Secretary—Treasurer's column.

Dick French

New Rides



Hi Dick, Yes I did get my new ride and it is so awesome. During that weekend, I got COVID and Joseph had to ride it home almost all the way. It is much more peppy than my F700GS. It is lighter weight wise too. Love it all around.

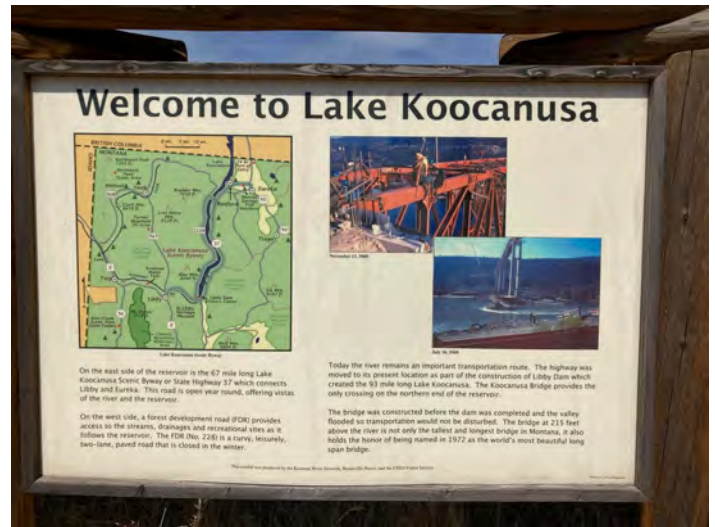
Monika



Certainly not "New", but it could be new to the rider. I spotted this parked outside Rosaures grocery store, Missoula. A Harley-Davidson tank shifter, no suspension on the rear, except for the springs in the seat. The owner rode away before I could find on the details. **Editor**

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Reports from the Road - YAAK is a Popular Destination This Year



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Secretary—Treasurer's Corner - Dave McCormack



September brings with it the hope for cooler weather, the suggestion of the beginning of fall colors and maybe some rain to replenish the near dry reservoirs and rivers. September is also when we typically have bigger turnouts at monthly meetings and often get a spate of new members deciding to join up. If you're not riding this time of year, your bike must be in the shop. Get out there and enjoy the best riding month of the year.

Upcoming Events:

This year, we have "2 Helena & Back 2" (2H&B2) on the 15th through the 18th of September in Helena. There's always time to sign up but last-minute decision making is not encouraged, as by then Ken will have released the block of unsold rooms back to the hotel. You don't have to be there for every day, you can always show up on Friday or Saturday, find a buddy to ride with and enjoy the camaraderie. But whatever you decide, call or email Ken Conrad as to your plans.

Because of 2 Helena & Back 2 events, we decided to move the regular monthly meeting to **Sunday, the 18th**, giving the folks participating in "2H&B2" a chance to enjoy a full day of riding on Saturday. The Monthly Meeting was easily changed as it is scheduled as a "Picnic Meeting" in Lindley Park in Bozeman at **noon**...look for the club banner. Bring a lunch or buy one locally.

Elections:

Its never too soon to think about joining the crew that runs the club next year as an officer. Three openings will be up for grabs...President, Vice president, and Secretary/Treasurer. We are looking for folks who might like to try their hand at running a club of 128 members. If you think there's someone who'd be great, you could nominate them (with their permission) for any of the positions. It's as simple as sending me their name. I will follow up with them to make sure they're willing to make a 2 year commitment. Being part of a 3-person team overseeing the club is an exceptional opportunity to work in a true non-profit and is well worth the commitment.

We're anticipating putting ballots out sometime in December for the February Election. We're trying to make it easy to vote with the only requirement being you have to be a paid up member as of January 1, 2023. Normally, folks who have paid this year's dues are given until March 31st to re-up their membership. That will hold true for the election too, so no need to rush a check to us during the holidays. If you're not sure of your status, call me at 406-370-6628 or email me at dhmcc@aol.com.

Alcohol Policy:

Many of the members of this club are either current or past instructors of the Motorcycle Safety Foundation curriculums. We know that motorcycling is a serious activity that requires intense focus, keen perception, split-second decision-making, physical coordination, and a fine sense of balance, and that alcohol and drugs weaken those abilities. One drink of alcohol diminishes one or all five of those needed skills. The club has an informal policy about alcohol: the club will not furnish or underwrite the serving of alcohol at any club event. The liability is too great for such a non-profit organization as ours. We do not police member's use of alcohol and will not generally interfere with an adult's decision. But we advise all members of our general position that alcohol is appropriate only if there is no more riding to be done that day. Hope this helps clarify the question asked at a recent meeting.

Dave McCormack

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Tom Moe - 33028 BMW MOA Regional Coordinator



We had a very nice lunch on a very nice day for a ride at the Big Bull Bar and Restaurant, Winston, MT. I had passed by this business many times and am so glad to have finally stopped for a nice meal and great conversation with fellow riders. In attendance were: **Kevin and Annie Huddy, Lance Lerum, Phil Haggland, Al Murray, Mike Meredith, Steve Moore, Ken Conrad** and myself.



Since there is a Bozeman area Club Lunch in September, I will not schedule one as well. My class reunion in Lewistown is the weekend of the 2 Helena and Back 2 event so, unfortunately I will not be able to attend. I hope for a good turnout, it is a great event. Not sure about an October Bozeman area lunch, not real sure when we will head for CA for the winter.



I was asked recently how many members does BMWMOA have, answer close to 50,000. I was also asked how BMWMOA was doing so thought I would attach this positive financial report for fiscal year 2021. The state of the national is not bad considering the fate of many other social clubs. For instance the Gold Wing Riders Association is shutting down after 45 years. Let's keep BMWMOA alive and well.

2021 FINANCIAL REPORT FOR THE BMW MOTORCYCLE OWNERS OF AMERICA

Monday, August 1, 2022

Posted by: Ted Moyer, 100360

The 2021 financial review is complete and the organization achieved its third-best financial performance in over a decade, recording a net profit of \$147,000 after taxes and investments. The effects of COVID-19 continue to be a roller coaster for the event centric organization, but 2021 proved to be a bonus with a well-attended rally in Great Falls, Montana. Revenue increased 33 percent over 2020, led by the National Rally. Stable magazine production and event costs as the country continued to recover from COVID-19, along with effectively managing administrative expenses, earned the organization a 5.5 percent net income by year end. Members can [DOWNLOAD THE COMPLETE REPORT](#) and review the financial performance of the organization. Members may also request a hard copy of the financial report by contacting the membership team at (864) 438-0962 or by emailing membership@bmwmoa.org. Along with presenting the financial report online, MOA members may submit their feedback about the organization's performance, and a selection of comments will be considered for publication in a future issue.

Ride Safe and Keep the Rubber side down.

Tom Moe

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BMW Ambassadors - Kevin and Annie Huddy

Periodically, Kevin and Annie pass along data on Motorcycles from the National Highway Transportation and Safety Administration as published on their website. A detailed copy of the Motorcycle specific can be found at (<https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813306>), or as an attachment to the email transmitting this newsletter. Hopefully it is preaching to the choir, but data supports **ATGATT**.

The following segment is a synopsis of the detailed finding.

Editor

NHTSA 2020 Motorcycle Safety Facts

Key Findings

- ◆ In 2020 there were 5,579 motorcyclists killed, 14 percent of all traffic fatalities. This is the highest number of motorcyclists killed since FARS started in 1975.
- ◆ The number of motorcyclist fatalities in 2020 increased by 11 percent from 2019, from 5,044 to 5,579.
- ◆ An estimated 82,528 motorcyclists were injured in 2020, a 2-percent decrease from 83,814 motorcyclists injured in 2019.
- ◆ Per vehicle miles traveled in 2020, motorcyclist fatalities occurred nearly 28 times more frequently than passenger car occupant fatalities in traffic crashes.
- ◆ Thirty-six percent of motorcycle riders involved in fatal crashes in 2020 were riding without valid motorcycle licenses.
- ◆ In 2020 motorcycle riders involved in fatal crashes had higher percentages of alcohol impairment than drivers of any other motor vehicle type (27% for motorcycles, 23% for passenger cars, 19% for light trucks, and 3% for large trucks).
- ◆ Forty-one percent of motorcycle riders who died in single-vehicle crashes in 2020 were alcohol-impaired. Motorcycle riders killed in traffic crashes at night were three times more frequently alcohol-impaired than those killed during the day in 2020.
- ◆ In States without universal helmet laws, 57 percent of motorcyclists killed in 2020 were not wearing helmets, as compared to 11 percent in States with universal helmet laws.



Kevin and Annie Huddy

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Report from the Road - John and Janet Webster

Hello Dick, Here are some photos and a map of the trip Janet and I did in August. We were traveling to visit family in Libby and had a great ride. Me on the K1200 LT with Unigo trailer and Janet on her Spyder ST. Friday August 12 found



us leaving Missoula in a downpour with heavy wind heading North on Hwy 93. We had rain until about Ravalli. Then we headed West with plans to camp for the night at the

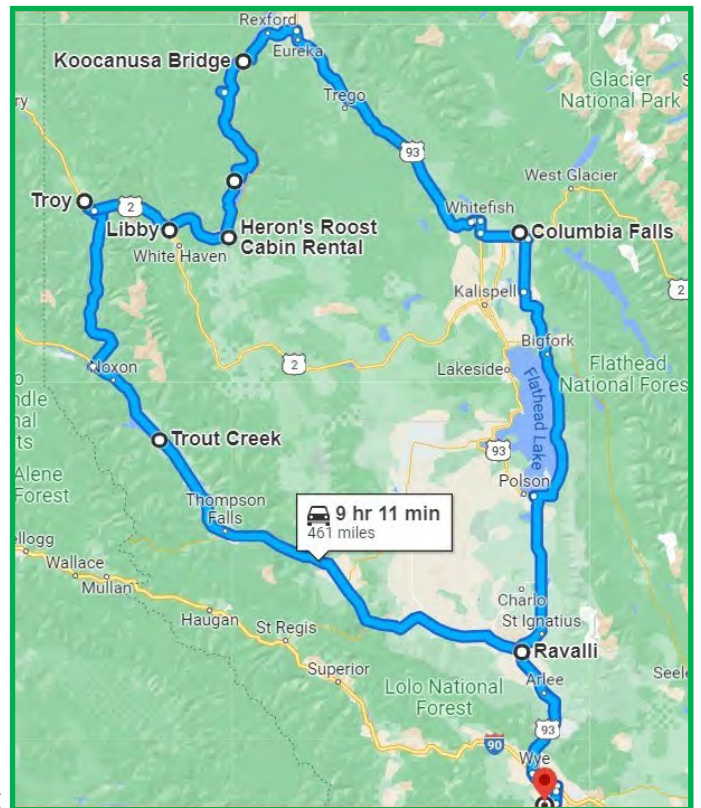
Bull River campground. Weather held us up so we made it as far as the North Shore camp ground just West of Trout Creek. Good thing we stopped there. Enjoyed some beautiful scenery along the reservoir and as we found out the next morning, the Bull River campground was full. Saturday found us with a mid morning start to Noxon and then turning

North on Hwy 56, the awesome Bull River road along the Cabinet mountain range. We took our time and wandered through the Ross Creek Cedars. Always an amazing stop. From there we went to Troy and fueled up. The rest of the day was spent with family in Libby we had not seen for years. After a comfortable night in our cousins fifth wheel we decided to head towards the Libby Dam. I have always enjoyed riding the Yaak and coming from the North to the South along the West side of Lake Kootenai. But this time we decided to go from the South to the North and what an amazing ride this was. Same road as before but total different view going South to North. With the mandatory stop and photo opp at the Kootenai bridge, we continued on to Eureka. It had been many years since we rode Hwy 93 this far North and I must say the roads were much better this time. We continued on to Columbia Falls for a late

lunch and cool down time. Entire trip had been in the 90's. From there we took the East shore of Flathead Lake. Another favorite of ours, and returned home to Missoula. It was a great trip and even more fun with my bride of 36 years. What a trooper she was camping in a tent and riding in the hot weather. Although she said the tent was getting a little old. May be time to look at a small camp trailer to pull. Remember if mama isn't happywell you know the rest.



John & Janet Webster



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Report from the Road - Victor Johnson



Victor Johnson - Africa Twin DCT
Snowy Mountains north of Centennial, Wyoming

Me (Victor Johnson and my riding buddy, George) rode from 7/7 to 7/24 starting from Darby and going the back way through Bloody Dick Creek and the Red Rocks Wildlife Refuge into Henry's Lake to camp in Yellowstone.

Our route then took us into the Bighorn Mountains to start the WY BDR and followed most of it, but skipped on sections between the mountains as already being pretty hot - not that interesting. From the Bighorns we rode through the Wind Rivers, Shirley and Medicine Bow mountains to finish at Baggs, WY.

Next came the CO BDR where again we stuck to the mountain sections and avoided some of the notorious silt in the lowlands. We did enjoy the Cottonwood Hot Springs in Buena Vista for a night when we were able to snag the only tent spot available from a recent cancellation. Did ride over Hageman Pass during afternoon rain showers and it proved to be one of the more challenging sections. Touristy places like Pitkin, Tincup and Ouray were overrun by hordes with many in rented SXS machines whose locked diffs were eating up the switchback turns something awful.

We exited CO from Grand Mesa and took a hot, 105F!, run across Utah with a stop at Ray's Tavern in Green River for a T-bone dinner and hydration from the taps. Off again we entered the northern sections of the UT BDR at Soldier's Summit and wound our way through the high Uinta Mountains. Dropping back down we went through Evanston, up to Bear Lake and another hot stretch from Twin Falls to Mackay, ID.

We rode Trail Creek over and into Sun Valley and had some nice twisty roads to Lohman where we picked up the ID BDR and camping in Yellow Pine. Lots of gravel roads, scenery and switchbacks got us into Riggins for food and fuel to continue on to Elk City. From there it was the Magruder Corridor back into Montana and back to the start of the ride at Darby.

We had excellent weather, didn't hit any of the dreaded WY gumbo, no crashes and no flats. Almost 4,000 miles and a most excellent adventure.

The time frame from idea to execution was a few months. I must confess to a little pre-ride anxiety as I had not lived and camped off the bike for many years, but it was unfounded as our machines performed flawlessly and the gear, we rode with was everything we needed and nothing we didn't.

We did do a shakedown ride along the Lochsa and up the Selway rivers that was a good thing to do. I adjusted some of my camping gear from things learned on that short overnight ride.



Cumberland Pass (12,015 feet), Colorado. Shared the road with a lot of Side-by-sides.

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Report from the Road - Victor Johnson (continued)



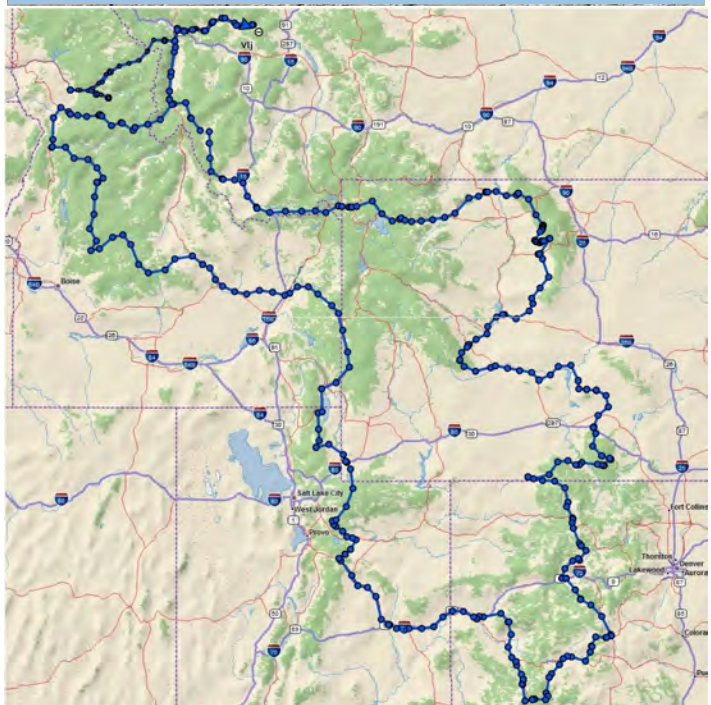
We camped the entire route, with the exception of one night where we found a bargain room—\$65 split two ways. Couldn't pass up a shower after not having one for a couple of weeks.



Cinnamon Pass, Colorado and my riding buddy, George, a fellow 'advrider.com' inmate.



On the Magruder Corridor, Idaho on the return to Montana



The track is from my Garmin Inreach that was dutifully always on the bars and powered by the bike's electrical. Logging onto the website let family and friends vicariously follow along.

Victor Johnson

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Nate Bertland
OWNER



Andy Main
MASTER CERTIFIED BMW TECHNICIAN



Nik Anderson
BMW & KTM CERTIFIED TECHNICIAN

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Old Things – Lance Lerum

It was a dark and stormy night... No, seriously. It really was. I was camped on a ridge at Makoshika State Park and one of those super cell thunderstorms was approaching fast. It was a new moon night, as in no moon, and the angry sky covered any starlight that might have helped brighten things. I thought that dark like this must be what it is like 10 feet down a gopher hole. The lightning was really, really close and with my eyes being so opened up in the darkness, the flashes would temporarily blind me. The immediately accompanying thunder seemed to channel my father bellowing down from the heavens at eight-year-old me to "Stop looking into the damn welding!" As the wind began to violently rip, like it always does as a front approaches, I just smugly lay there in my old tent confident that it could handle it. I loved this old tent!

I bought the thing in 1977 when I was living and working out of a logging camp in Danger Bay on Afognak Island just north and east of Kodiak, Alaska. All my food and housing was taken care of and I stayed out on the island on my days off as I really had nothing to go to town for. The folks flying back and forth to Kodiak could pick me up some toothpaste, a Time magazine, and any other needs or desires so I stayed out and hiked the beaches and mountains on my time off. I just threw my paychecks in a drawer and didn't cash most of them from April until December when my seasonal Forest Service job ended. I had never had so much disposable income. I mail ordered the tent, a Snow Lion expedition weight sleeping bag (rated to -20F) and since I was spending a lot of time fishing alongside lots of big fuzzy buggers, and bear spray wasn't available yet, I felt I needed this Smith and Wesson Model 29 .44 mag for protection. Still have all of them.



The tent was revolutionary, for the time; Early Winter's Winterlite....company long gone. It is one of those three hoop cocoon affairs made of this magic new material called GoreTex and was waterproof, breathable, and didn't need a rain fly flapping in the wind. Over the years I've had that old tent in huge storms on beaches and mountain tops in lots of places on this beautiful blue orb and it really did perform marvelously. This was GoreTex version 1.0 and it came with lots of disclaimers about keeping it clean and not to get any oils, citrus(?), fuel, bug dope, etc. on it. Over time, I suppose I ate one too many oranges in it because it eventually lost its ability to repel water but could still slip wind like nobody's business. Although I now have a modern and roomy Marmot dome tent, I still use the old one when it is likely to be dry as it is compact, lightweight, sets up really quickly, and brings a bit of nostalgia to the outing. The clouds did finally catch up with me and the heavens opened up like a fire hose aimed on my tent. Those huge wind driven drops would explode on that tent fabric and mist right through onto me. If the Bing carbs on my little old airhead could atomize fuel like that it'd probably blow the heads right off the engine. Ah well, it was summer warm and not a real survival issue.

I tested that old sleeping bag's limits several times. One midwinter overnight ski trip into Clearwater Lake north of Seeley to go ice fishing did have me questioning what exactly the rating system meant. It was true one could survive -20 temperatures but I can attest to the fact that you will not necessarily sleep comfortably when it is -20. I misunderstood. And that old .44 that I packed around in a really nice shoulder holster all summer....well, when I got back to the farm in Montana I shot it at an old muffler that came off one of my uncle Helmer's old Cadillac's and the bullet didn't even go through it. I substituted an old 12 gauge loaded with slugs for future fishing trips.

I like old things. I have an old 1951 Ford 8N tractor that I use for most tractor things on the place. This tractor had been restored by a Life Flight Helicopter pilot in Great Falls. It looked like a parade tractor when I bought it. For the last eleven years I have used it with my old sickle mower, my old back blade, my old rake, my old manure spreader, my old posthole digger, my old cultivator...you get the picture. It now looks like an old tractor but is still the easiest starting thing on the place.

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Old Things - Lance Lerum (continued)

My old airhead was also restored by a pilot. There is a lot to be said about buying something restored by someone with the perspective that 'if it quits I might die.' I have an old single horse trailer that was also built in 1951. A single is getting to be rather rare and much admired by some who see it. I use it to haul my Jersey heifers to the vet, to Gaylor Genetics to get Al'd, and just for training. When those little cows go off to a new family milk cow home they load like a cuttin' horse. People are impressed, but really, like all those children in 'Prairie Home Companion' country, these little Jersey cows really are above average. And by coincidence, it just so happens 1951 was also my birth year.



I have an old Stihl 032 chainsaw that I bought in 1974 when I got out of the Peace Corps and couldn't quite pick back up to where I was before living third world. For the next couple years I contracted to thin trees for the Forest Service out of Seeley Lake and lived in the woods in an old 16 x 16 army tent. One night a snow storm collapsed the tent on top of me. I lay there under a foot or two of snow thinking things over and when the sun came up I crawled out and drove into Missoula and went back to school. I still have that old chainsaw and it still runs fine and still does all the things I need a chainsaw to do.

I have old cars, old bikes, old tools, old friends, an old cow, cat, and dog, maybe sometimes even an old attitude. I find that old things often times still work just fine or with a little effort I am usually still able fix them, and when that happens small children cheer, women smile, and the guys all just nod knowingly. I could, but hesitate to get a new beemer. To not be able to get a repair manual and to have the specialized tools and diagnostic capabilities to deal with all the technological advances of modern electronics is a real deterrent for me. Tinkering and wrenching is a major appeal to bike ownership for me and to be able to troubleshoot and repair something gives me inordinate satisfaction. And the expense... I've reached the old guy that-much-for-a-loaf-of-bread? stage of my life. New beemers are not the only or most expensive bikes out there though they likely are on the higher end. Especially when optioned or later outfitted with all the farkles one desires to truly make the bike both comfortable and function as you desire. That said there are some tremendous values out there in older beemers that have spent most of their lives snoozing in a toasty dry garage and are in excellent shape and often all kitted out as you'd do. And you can still work on them if desired. And old friends often love to help out with those repairs and we can still support the old dealerships by buying those expensive old parts.

And yes, we have to face the fact that many of us in the club are getting old. No way around it...it's going to happen. I was told it wouldn't have had to be if a couple long ago hadn't eaten the landlord's apple; but they did and so we do. I'm personally OK with that and like an upcoming ride look forward to the next adventure, although I'm not necessarily putting it on the calendar any time soon. One can try to postpone the inevitable but even Euell Gibbons, who ate twigs, nuts, and green things his entire life passed young. Though our club membership may be aging, the young-at-heart and can do attitudes exhibited by club members are really entertaining and inspiring, and I try to emulate that in many ways. Club officers and staff try to think of ways to attract more young members, as others have also previously done, but the reality of it is we are likely to remain predominantly a more mature membership. There are so many pulls on

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Old Things - Lance Lerum (continued)

time for all of us, and I imagine especially for those currently working and raising families, that I suspect our demographics will likely remain as they are despite our best efforts and intentions. Maybe the best we can do is to just continue on as we are and enjoy the time we have with one another and ensure that the club endures and is still here when those now younger folks mature into membership.

Not long ago Tom Moe told me he stopped by the scales at Townsend Seeds and weighed his RT. I forget exactly what it weighed, something close to 600 pounds, so I thought I'd do the same. I weighed a few of my bikes with full tanks, tools, etc., equipped as I ride them and with empty panniers. My R1100R weighed 560, the mid-weight (uh-huh) F700GS was 540, and my F650GS single was 500. Put myself, riding gear, and camping gear onboard and I'm wrestling close to 800 pounds on two narrow tires over sometimes rutted rocky roads, occasionally unsuccessfully, with all the resultant consequences.

I'd been thinking about a smaller bike for some time and just picked up an old Kawasaki KL250 dual sport in pretty good shape.

Nowhere on the bike does it say KL250. Emblazoned across both sides of the tank it says 'Super Sherpa'. I love that it has a real name and, to me, a cool one at that. Remember, I hated the 'Riverside' name on my first bike; the Montgomery Wards imported Italian Benelli Cobra. I've been having fun getting the Sherpa all accessorized and cleaned up. It does pop a bit on decel so maybe a bit larger idle jet and maybe raise the needle up a notch to tweak that midrange power and she should be ready to go. Tinkerer-R-US. This thing only has about 20 horsepower but is lightweight, runs and shifts smoothly, handles the rough stuff just fine and I can wring it out like I can't do with my more powerful bikes. I no longer have the strength or skills (maybe never did) to crank the beemers wide open for very long and still be able to catch them when I've approached my limits. In addition, I likely look like a fool with my cap on backwards to anyone who sees me. Not a problem with this bike, similar to my first bike I can give it all it has and that is a lot of fun. I get to be a kid again for just a little bit longer.



Stay young, LL




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Report from the Road - Robert W. Carpenter-Clay




Somewhere between Deer Lodge and Drummond.





Windermere

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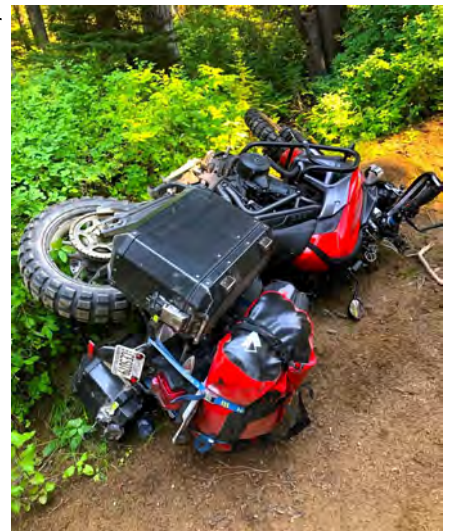
This Can Happen (but I hope it doesn't) - K. Bill Clark

Every time I go riding (especially on dirt) I learn something about myself and other people. I joined a group of 3 to make 4 for a weekend ride on a portion the Idaho Backcountry Discovery Route, Section 6 (August 20-21). We entered the Panhandle via St. Regis. The four of us were diverse as our bikes: Dan Siddens a talented and retired Chemistry teacher who lives in Bigfork was riding his KTM 790 Adventure with Giant Loop Great Basin soft bags (Dan's had 35 motorcycles in his lifespan and chose the KTM over his Ural for the weekend); club VP John DiBari, a consummate entrepreneur with a PhD in Ecology rode his Africa Twin equipped with Moskomoto panniers; Robert Carpenter, Marine, cabinet designer, musician and videographer rode his BMW F650GS (and reminded us it is really a detuned 798cc bike) with metal alloy Jesse paniers; and, me a part-time-retired hydrogeologist on a Triumph Tiger 800 XRT with Triumph-stamped aluminum panniers (pronounced al-U-mini-um in the UK). Besides having the only red-orange bike, I was the only one who didn't have a motorbike as a kid. I had a Schwinn. I was also the oldest person on the ride (again) and least experienced (again).

This summer I was party to two crashes that occurred on dirt roads; one involved a broken bone, the other broken ego and parts. John, Robert and I along with John Murrell (soon to be a club member, I hope) were on a ride as part of the Touratech Rally in Plain, WA. John Murrell launched off his bike on a curve and hit just wrong. John is extremely tough. We were in aways and had aways to get back to pavement. Unbelievably, he was able to mount his bike (Honda CB500X) and with help he got the hand connected to the broken collar bone to his handlebar. He was able to clutch his way all the way to tarmac. Amazing. Having had a broken shoulder from mountain biking, I know I would have cried.

The other crash this summer was mine, on Saturday. We had ridden from Missoula to St. Regis (note: Dan met us in St. Regis) then on dirt to Avery, Idaho for water-fuel-food. We learned it had rained hard on Friday night and that we should expect the dust to be tempered. All was grand. Dust-free earth; fairly secure gravel; manageable roots, rocks and ruts; coolish temps; great smells. I rode drag/sweep because I am slower than the others, wouldn't whine about dust, and I probably daydream more than they do... Going maybe 25 or 30 mph, dodging this puddle, then another, then a front wheel slip.

Today I think I figured out why I crashed. I made a rookie move, grabbed hard to keep upright, panicked, and simultaneously executed the "Whisky Throttle". I am so thankful that between me and timber was a shrub-covered earthen berm. The dirt berm cancelled my bike's momentum and somehow, I lifted free, did a tuck and roll back to the dirt road. In spite of the violence of stopping suddenly after travelling at about 25 mph, I ended up with only a broken ego and a scratch. This is what I have learned (so far):



- Crashes Happen, Maybe Even to You: I had taken a Balance and Traction course at the Rally this summer (the instructor, Paul Neff, is racing the 2023 Dakar), joined 10 others in an ARC class with Ken Conrad, I wear the "gear", my TKC 80 tires are new this summer. I had also ridden on lots of USFS roads for a decade, I regularly exercise, blah blah blah. But a mishap can happen when it's not expected. Heck, the section of road I was on was flat! The other guys were probably doing that stretch at 40+ mph. I've learned (again) to prepare the best you can to minimize personal and property damages. Also, I am learning to ride with an attitude that I have nothing left prove to anyone (I'm almost eligible for Medicare), nothing to protect (like my ego) and nothing to promote (I've always been stuck at average).
- Carry Gear and Tools: As the accompanying photo shows, several NRS cam straps and a classic ratchet strap can marry crooked aluminum to bent frame. In addition, Dan's hatchet worked wonders to un-dent a big dent and pound a non-symmetrical rhombohedron of metal into a sort-of rectangle. Thankfully, no one got hurt with the hatchet. The "fix" held with not one adjustment for the rest of the weekend. Good job fellas. I think I may be in the market for "deformable bags" in the future.

MONTANA BMW RIDERS NEWSLETTER

This Can Happen (but I hope it doesn't) - K. Bill Clark (continued)

- Ride with Those You Trust or Stay Home: I had never met Dan until Saturday but have ridden with John and Robert. I also knew John rode with Dan and that John was a good “trust proxy” for Dan. After meeting Dan, I will always be happy to ride with him. I also trust Robert and John. After the crash, I made a self-assessment and as I was standing alone next to my wrecked bike, I realized I had now cost my 3 friends their time to attend to me. But I also realized if I was hurt, their weekend fun would have been really over. With no doubt, I would have been there for them, and will be. Robert is a Marine and I know his principles: “Until they are home, no man left behind.” It’s humbling to be “that guy” who messed up a perfectly fine day for 3 others. Thankfully, they are great people and have not harassed me at all (yet!). We made it to camp before dark, but as John would comment Sunday morning, we each slept in vignettes. The evening’s raucousness across the pond is the subject of a story that Dan, John or Robert can tell.



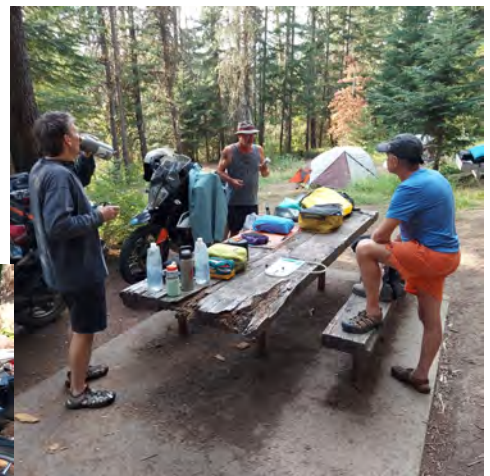
Final notes: Having [temporarily] lost some amount of self-confidence in riding (and my one pannier caused a little wobble) I bugged out of the IDBDR at Pierce, Idaho Sunday morning. Robert kindly joined me. We rode bituminous back to Missoula except for the Lolo Pass -- Elk Meadows Road. I definitely owed him lunch at Lochsa Lodge.

Dan and John completed Section 6 of the IDBR and made it back to their respective homes safely. Dan reported the following:

Hi K. Bill! I made it home safely, but John and I really did get hammered on the Lolo Motorway. Cliff edge riding over huge baby head rocks. And ruts! Ruts that give the Berkeley Pit a run for its money! We were exhausted by the time we made it down to highway 12.

For me, riding pavement instead of the rest of IDBDR 6 was the right call.

K. Bill Clark



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Mick Jimmerson - Guest Contributor

Here are a few photos of my 1975 R90/6 that I bought in 1978 and still cherish today. Most of the photos were taken on a ride to Hedgeville, a small settlement with just a few Croatian stone bmsn building still standing. It is just south of the Snowy Mountains, nine miles north of Highway 12 between Harloton and Roundup.

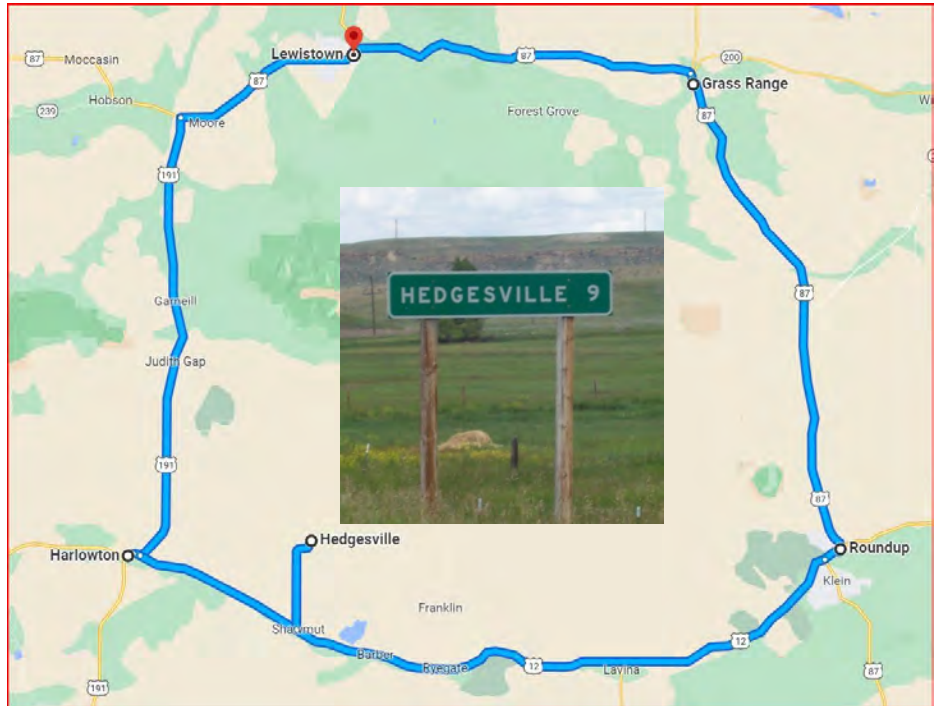
Croatian stone masons were extremely talented in building with rock. They built many buildings in the early 1900s that are still standing in Lewistown today.

The Jupiter sidecar I bought from a relic importer in Baltimore in 2001. I paid \$500 USD including shipping from Lithuania to Baltimore. I had a truck driver friend that made runs through there and was scheduled to pick it up for me. The importer never showed up until a month later and told me of his experience. The jet airliner he was on crashed during landing in Russia and so his flight was delayed. My truck driver friend never knew when he was ever going through there again so I had the sidecar shipped into Billings for another \$500. It never really worked well on my 1975 R90/6 since it came off a /2 with Earls fork front end and used Heim joint connections. I had an adaptor kit that provided a poor fit.

The lady is Denise, my wife. She still rides with me and encourages me in my love of motorcycles. She thinks that it is good therapy and I don't try to dissuade her in that. Just the other day I adjusted the valves and changed oil in my old beemer and took it for a ride. Still sweet after 44 years and it takes me back to 1978 when I first rode it.

Mick Jimmerson

Lewistown, Montana



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Lolo Motorway - Victor Johnson

The Indian Post Office marker on Forest Service Road 500 on the historic Lolo Motor Way, at elevation 6,966 feet. The road was constructed in 1930 by the Civilian Conservation Corps (CCC) and it followed the ancient trails of the Nez Perce "Trail to the Buffalo." The Lewis and Clark party also passed through here in 1805 and on their return in 1806.



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MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Montana Steak House - Lincoln, Montana

We had a great turn-out at the Montana Steak House in Lincoln in August. Twenty-two with 21 riders. The weather was a mix of mild in the morning, warming to HOT in the afternoon, with a few thunder showers mixed in. Since this is a popular destination for our club meetings, I found a bit of its history.



Meriwether Lewis passed through on his return to St. Louis in 1806, following the famous "River of the Road to the Buffalo" created by Native Americans centuries before. Gold discoveries in the mid-1860s brought miners to a number of camps in the area and Lincoln was eventually created when nearby Lincoln Gulch was abandoned in favor of the town's present location. Recreational, logging and mining activities along the Blackfoot River in the early 20th century made it a convenient commercial center. Lincoln is one of only a handful of towns actually named for President Abraham Lincoln. Lincoln Gulch, the original site of Lincoln, was named in August 1865 after our 16th President was assassinated. Lincoln is located on Montana Highway 200, the longest route signed as a state highway in the United States, running 706.6 miles from Idaho to North Dakota. (Editor)



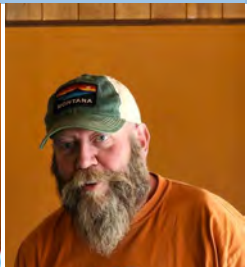
Nate Johnson, Helena and his guests, Laura Davies and her mother, Tiffany Ashworth. All three rode in.



I don't remember the subject of the discussion, but I think I lost my focus.



Brenard Vance



Al Murray



Jim Keller



MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Montana Steak House - Lincoln, Montana (continued)



Guest Tiffany Ashworth



Guest Laura Davies and her Muppet



Starting in the lower right, Kim Lemke (back to the camera), guest Jim Keller, Mike Meredith, John Webster, Greg Hintz, Phil Yasenak and Don Deuel. Starting from lower left, Mark Johnson (back to camera), Lance Lerum, Benard Vance, Larry Manchester, Dean Hall, Ken Conrad (hidden) and Dave McCormack addressing the group.

MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Montana Steak House - Lincoln, Montana (continued)



Mark Bray, right foreground, made the longest ride, in stages, of about 500 miles from his home in Fairview. Our first time to see him at a meeting. **Tom Moe**, on the left, **Al Murray**, **Mark Ellzey**, **Mick Baughman** with **John Wing** partially hidden behind Nat Johnson.



Ken Conrad represented the three-wheeler contingent, and reported Stemple Road from Lincoln to its intersection with Highway 279 was definitely Winnebago class.



Photo by Tom Moe



Victor Johnson, the shortest ride, a Lincoln resident, did so on his Honda Africa Twin DCT model. (File photo of Victor on the Lolo Motorway.)



Photo by Tom Moe - McDonald Pass



Our Historian, **Kim Lemke** fired up his K100 for the occasion.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Beartooth Rendezvous – Al Murray, Mark Ellzey and Jason Andreas



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Beartooth Rendezvous
Al Murray, Mark Ellzey and Jason Andreas



Not all water crossings are crossable!



Chris Keyes made a short return visit to Montana from his current home in Northern Louisiana (hill country??). Chris cleverly left one motorcycle in Montana for just these occasions, i.e., collecting **Dave McCormack** and making the often repeated run to Lolo Pass and on to the Lochsa Lodge. And you will notice, McCormack is picking up the bill!!!! *Editor*

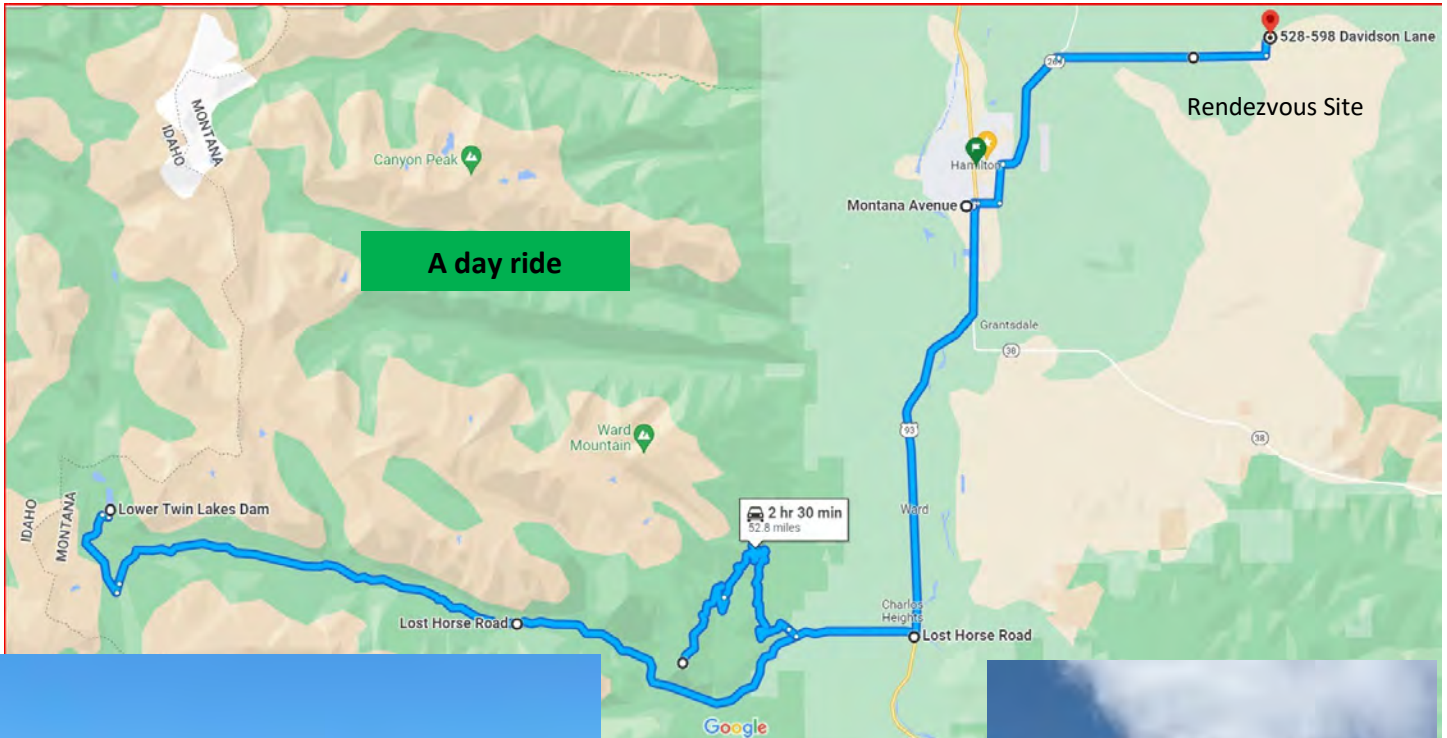


We all have used the term, "...it is not what you ride, but that you ride..." This may be the epitome of that statement. It may have started life as a Ducati.

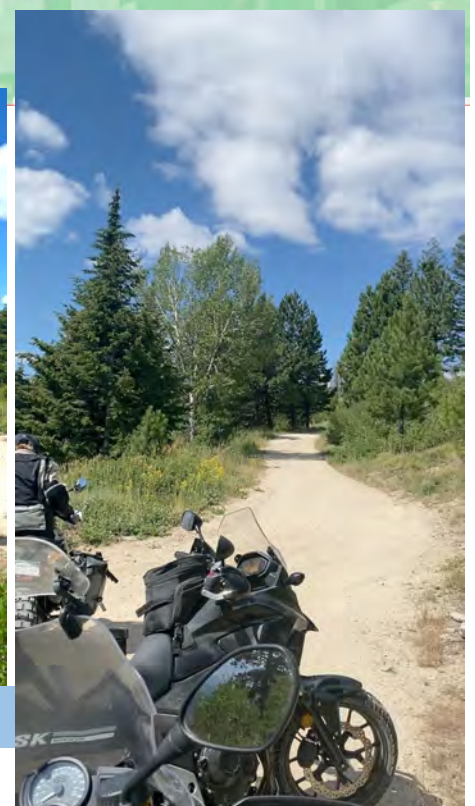
MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Mike Hofferber

Amanda Zito was born and raised in Western Montana and spent her childhood on her family's ranch. She moved to Portland, Oregon in 2010 to attend the Pacific Northwest College of Art where she earned a BFA in Illustration. In 2020 she quit her day job, and is now a full-time content creator using YouTube as her platform under the banner, As the Magpie Flies. All aspects of motorcycle adventures are the of the focus of her content. Annually, she, and her parents host a rendezvous at their ranch in the Bitterroot Valley for 85 like-minded motorcycle riders. This is **Mike Hofferber's** second year at the rendezvous, with some photographic images of his experience. *Editor*



Mike rode his F800GS



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Mike Hofferber (continued)



MONTANA BMW RIDERS NEWSLETTER

SCMA Three-Flags Rally - Greg Hintz and Don Deuel

Greg Hintz and Don Deuel will be running the Sothern California Motorcycle Association Three Flags Rally in 2022. They will leave from Mexicali, Mexico on Thursday morning, 1 September and expect to reach Missoula on the forth leg of the ride, Monday evening, 5 September. The Rally Check Point for this leg will be at the Hilton Garden Inn in Missoula. Greg and Don are long distance riders, with numerous Iron Butt certifications to their credit, and plan to add this year's Three Flags Rally to their list. *Editor*



MONTANA BMW RIDERS NEWSLETTER

Classified



For Sale - 2005 BMW R1200ST. 19,105 miles. Only 580 imported in the U.S. Bike Specific Tank Bag. Nearly new tires. Low Sargent Seat. Aftermarket handlebars for a more upright seating position. PIAA Driving Lights. Recent 24,000 mile service. Service records available. **\$7,500**. If interested, call **Phil Haglund** at **406-939-0600**. Bike located near Belt, Montana .

MONTANA BMW RIDERS NEWSLETTER

Guest Contributor - Mick Jimmerson

I had a chance meeting with Mick Jimmerson from Lewistown, Montana who had just joined the BMW MOA. Mick, known to many of our MONTANA BMW RIDERS members from his long affiliation with the Antique Motorcycle Club of America including a stint as President of the Northern Rockies Chapter. Mick penned the following article in 2015. I think it is worth sharing with fellow riders. - *Editor*

An Old Man

An old man sat outside on a bench sipping his cup of hot coffee. It warmed his fingers and brought an appreciation of goodness and order to his life. It was something that had always been dependable. The sun was shining and a light breeze brought along the smells of the dead leaves and a hint of pine trees on this fall day. Occasionally he would hear the sound of a v-twin motorcycle off in the distance. These days with so many different makes and models it's hard to tell which brand that it might be, but in the old days it was usually a Harley or an Indian, and they sound just different enough to tell.

He thought of his earlier years and of the saying he had often heard, "Take time to smell the roses", and how for many that phrase was often replaced with a hurried sniff of the air and a quick, "Don't that smell good?" It brought a smile to his face as he recalled the smell of Harley exhaust, leather and hot oil. He was glad that he had listened to those who had shared some wisdom along the way.

On his head he wore a ball cap with a motorcycle marque insignia that was alleged to be the best, although he swore to no individual brand name. He thought of that as arrogance. He'd been on various makes and models since his early teenage years. He liked them all, had owned many of them and traveled many miles. He considered them all to be blessings from heaven.

He reminisced of bygone years and of the good friends that he'd had. Some were still living, but many had passed on. His memories drifted to events that had shaped his life, both good and bad. These experiences had been mostly good and were remembered fondly. With a chuckle he thought that even the bad ones had often produced character and sometimes... even wisdom. If you don't keep making the same mistakes, they thankfully tend to fade with time.

Finishing the last of the coffee, he pulls on the old much used and faded cap. Carefully rising to his feet he heads off to explore the rest of the day. There was still much left for him to do, even in this later chapter of his life. There were some new members of the club that sometimes worked on their bikes in a garage out back of their house. It always made him feel good that he could pass on his experiences to the younger crowd. It made him glad that some even cared enough to listen.

How would I suppose to know the inner thoughts of the old man? Is this someone that I've known a long time? Well, if I live long enough, that old man would be me. Do take time to smell the roses.

Life's good. Enjoy the ride!

Mick Jimmerson

10/31/15



Photos Circa 1973 (22 Years old)

MONTANA BMW RIDERS NEWSLETTER

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Excellent condition, 20,800 miles, Custom pegs, grips, backrest, intercom, extras;

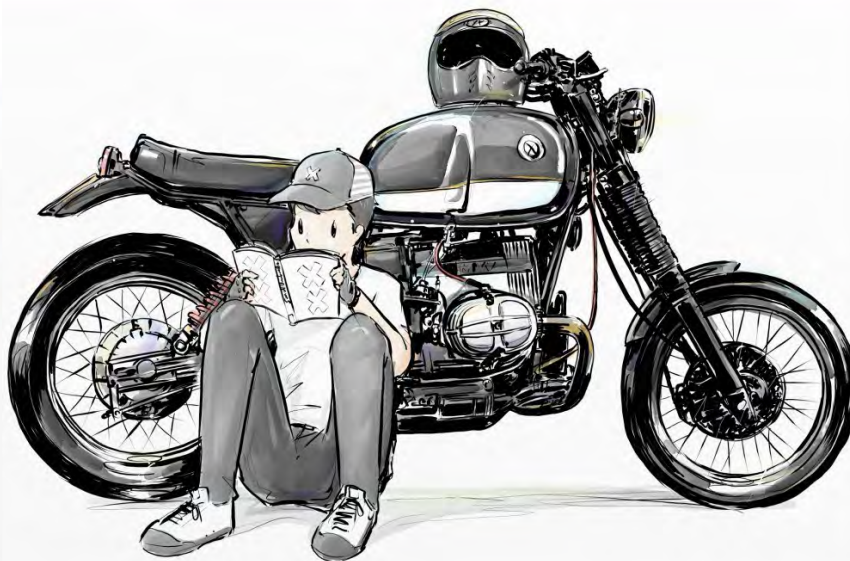
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MONTANA BMW RIDERS NEWSLETTER

Classifieds

Offered for sale is a pristine BMW G650 X Country. It is modeled after the classic Scrambler of the 1960-70s. It is rare to find a vehicle of this age in such fine condition, with such low mileage. It is powered by the highly regarded fuel injected 652cc Rotax 5 speed motor. I have replaced the rotted front turn indicator stalks, and the battery has been replaced with an authentic BMW branded battery made by Yuasa. The on board tool kit is missing. Weight is given by BMW as 353lb, top speed as 103mph, and stand over height is 34.1 inches.

Here is a link for specifications: https://bikez.com/motorcycles/bmw_g_650_xcountry_2009.php

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MONTANA BMW RIDERS NEWSLETTER



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ZTechnik Z2418 clear R1200GSADV windshield.

This shield is 23" tall and 18" wide and is in excellent condition. Fits all R1200GS ADV bikes from 2005-2013. Would fit standard GS bikes, but you will need the ADV windshield bracket. New retail is \$269 for the shield, sell for \$100.00 + shipping or pickup in Somers, Montana.

This is not the actual picture of mine. Just to show the design.

Terry Logan

406-857-3258 (If no answer, please leave a message.)



MONTANA BMW RIDERS NEWSLETTER

Club Meetings and Ride Schedule 2022

Month	Date	Location	Venue	Day	Time	Theme ⁽¹⁾
January	16 th	Seeley Lake	Double Arrow	Sunday	1:00 PM	
February	19 th	Winston	The Bull	Saturday	1:00 PM	
March	20 th	Missoula	Press Box	Sunday	1:00 PM	Ride if you can.
April	23 rd	Clancy	Legal Tender	Saturday	1:00 PM	
May	21 st	Helena	Huddy Tech Day	Saturday	All Day	Repair, Replace & Socialize
	22 nd	Cascade	Missouri River Inn	Sunday	1:00 PM	
June	19 th	Big Fork	Echo Lake Café	Saturday	1:00 PM	
July	24 th	East Helena	Lakeside on Hauser	Sunday	1:00 PM	
August	21 st	Lincoln	Montana Steak House	Sunday	1:00 PM	
September	18 th	Bozeman	Lindley Park	Sunday	1:00 PM	Bring Your Lunch
	15 th , 16 th , 17 th & 18 th	Helena	2 Helena and Back 2	Thursday thru Sunday	Check In Thursday— Out Sunday	Base Camp - Ramada Inn by Wyndham
October	16 th	Ovando	Trixi's	Sunday	1:00 PM	
November	19 th	Basin	Silver Saddle	Saturday	1:00 PM	
December	The protocol for Christmas parties will be determined based on club preferences at the time.					

MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2022-2023

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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