

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER MEMBERSHIPS :

BMW MOA #155

AMA #6830



Presidents Corner



"It's easier to beg forgiveness than it is to get permission." A quote from Rear Admiral Grace Hopper. I find myself wondering if that statement is really true. As newly elected President of the MONTANA BMW Riders, I need your forgiveness. I have been looking to upgrade my riding stable for a few months now.

My 2002 R1150RT is like me, it's getting a little long in the tooth, still getting around pretty well, but not looking as good as it did a few years ago. After many hours searching Cycle Trader, Craigslist, and every dealer website west of Denver to the pacific coast, I have purchased a new - to me - bike to explore the roads of Montana and beyond. It has cruise control, a luxury I have never had on a bike before. It also has two riding modes, traction control and automatic suspension adjustment, plus many other buttons I will figure out as soon as I get my 12 year old grandson here to explain them to me. Its a real pretty candy red with black trim, brand new tires and a GIVI top box.

The only issue is, it is a YAMAHA! Yep, you heard me. A Yamaha Super Tenere ES to be exact. I searched high and low for a suitable BMW that would fit into a retired Telco (*Telephone Company*) Engineer's budget, but with the bells and whistles I wanted they were all priced above my budget and more importantly the budget approved by my wife.

But don't lose all hope in me, I will still have the BMW F650GS to tear up the forest roads here in the Bitterroot Valley. So when I don the old BMW MOA baseball cap—pictured above— I will not feel terribly guilty. My wife says I need to buy a new Yamaha cap, but that may be more than you club members will tolerate.

I do not know what the process is to impeach the Club President, but would just as well like to not find out. So if you see an old duffer climbing off a shiny red bike at one of our next lunch meetings, please do not throw rocks.

Larry Manchester



Not the greatest picture but the best I have for now. Going to pick the bike up Friday in Thompson Falls.

MONTANA BMW RIDERS NEWSLETTER

Tom Moe 33028, BMWMOA Regional Coordinator



Can an iPhone 14 save your bacon?

I have seen stories of folks who crashed here in northern California and of their iPhone 14 notifying authorities of the accident and thus emergency personnel contacted and summoned to the event. In one case, a car went off a cliff near the ocean and the iPhone 14 signaled that a crash had occurred and did the owner want help. The interesting thing was there was no cell service in the area, so the iPhone reached a satellite to report the event.

Another fellow drove into a canal and was unconscious and the iPhone 14 notified authorities and he was rescued.

I plan to upgrade from my iPhone 13 to iPhone 14 ASAP. In Montana and parts of northern California where I ride, there is limited, or no cell service. Seems like a good idea to me.

Check it out for yourself and see if it merits an upgrade for you. I firmly believe in keeping my phone in my pocket in case I am separated from my ride and unable to get back to it. I will not attach it to the bike.

Central Montana (Lewistown) Event – August 5

Several folks have reserved rooms and plan to attend. To be sure, we will have a good time. For those who get there Friday night, we will have options for a road ride or adventure ride, your choice.

We have reserved a block of rooms at the **YOGO INN** (yogoinn.com) for both August 4th and 5th for any that want to arrive a day early and take a day ride on Saturday. We will come up with some route ideas for both GS and road riders.

The rate at the Yogo Inn is \$125.00 plus tax for a total of about \$136.00 per night. When you call, ask for the MT BMW Riders rate, your credit card will not be charged until arrival and cancellations prior to 24 hours of arrival will not be charged. We need to fill at least 8 rooms to get this rate or it will go back to rack rate in effect at the time. While the Yogo Inn will hold the rooms until about July 1st let's reserve early and let club leadership know how many are attending so we can plan properly.

The Yogo Inn number is **406-535-8721**. It would also be helpful for planning to let us know attendance levels, let me know as soon as you can at **406-599-5226** - call or text. While it is not exactly the Ritz and there are renovations in progress the rates aren't bad and the nice thing about the Yogo Inn is, there is a restaurant and bar under one roof. Sunday mornings there is usually a breakfast buffet and we could probably get a big table for the group.

Ride Safe, and keep the rubber side down.

Tom Moe



MONTANA BMW RIDERS NEWSLETTER

Club Activities - Editor



Riding year 2023 is getting off to a good start, most notably, with the installation of new officers. **Phil Haglund** is pulling the Little Belt ride together, and **Ken Conrad** is working on conducting another advance riding course. **Tom Moe** is organizing a mid-summer meeting in Lewistown. **Larry Banister** is collecting names and mileage for our annual mileage contest. Details for these events are covered elsewhere in the newsletter. Our summer of events would not be complete without **Tech Days** at Huddy's Outpost in May.

But first, an introduction of our new officers.



President, **Larry Manchester**, currently living in Corvallis, Montana. Larry was born in Casper, Wyoming and raised just west of Casper in Shoshoni. So, what does a ten-year-old kid do in Shoshoni with miles and miles of open space? Gets a Tote Goat of course, one of the early all terrain two wheelers—it hooked him on two wheelers.

His professional life began, with the “Phone Company” which seemed to be a generic definition when there was only one “Phone” company. Larry started as an installer, following AT&T through its mandated break-up and successive name changes eventually earning an engineering position with Century Link that brought him to Montana in 2005. Pursuing a career did not keep him from riding as evidenced by his Iron Butt challenge achievements. His first two were on a Suzuki 1400, most noted for its short range, a little under 200 miles between fill-ups, a definite consideration on an Iron Butt run. He continued with four Saddle Sore Iron Butt runs, two while in Wyoming and two in Montana.

Larry continued engineering work with Century Link until last year, which now allows more time for riding. His current motorcycle inventory includes a 'new' bike that he describes in his column of the Newsletter and **Ken Conrad's** 2007 BMW F650GS that he acquired in anticipation of his full retirement.

Larry's wife of 45 years, Linda, is an occasional pylon passenger, that has included a recent ride through Glacier Park.

Larry's wife of 45 years, Linda, is an occasional pylon passenger, that has included a recent ride through Glacier Park.



Vice-President, **K. Bill Clark**. A brief motorcycle riding biography will be in the May Newsletter, along with a better photo.

Editor



Secretary-Treasurer, **Albert Murray**, owner and operator of Innovative Solutions Group, a website design & online marketing firm (see page 17) in Helena. I will also have a brief motorcycle riding biography of Al in the next newsletter.

Editor

MONTANA BMW RIDERS NEWSLETTER

BMW Ambassadors - Kevin and Annie Huddy



Annie Huddy follows the United States Department of Transportation National Highway Transportation Safety Administration's recall notices for motorcycles and three-wheelers that might be ridden by our Montana BMW Riders members. The following sections lists some recent recalls for your information. An easy way to check if your ride fits any of the notices, is to open the NHTSA website (www.nhtsa.gov/recalls) and on the pull down menu, select "Recalls", enter the VIN Number as indicated, and, in theory, recalls relative to that vehicle should be listed.

Editor

NHTSA Recall ID Number : 23V051

Manufacturer : BMW of North America, LLC

Subject : Riding Mode Feature Inadvertently Deactivated

Make - Model—Model Years: BMW S1000R, 2022-2023; BMW S1000XR, 2020-2023

NHTSA Recall ID Number : 23V175

Manufacturer : Bombardier Recreational Products, Inc.

Subject : Brake Light May Stay Illuminated

Make - Model - Model Years; CAN-AM RYKER 2022-2023; CAN-AM SPYDER RT 2020-2023

Manufactures Maintenance and Repair Manuals

A piece of legislation known as the "**REPAIR ACT**", probably promulgated by the agriculture industry, is making its way through the US Congress. Its scope is broad enough to have an impact on motorcycle riders, and specifically BMW riders, who do their own maintenance and repair work. Recently, major equipment and motorcycle manufactures have limited the availability of shop manuals, equipment and tools that are unique to a specific implement or motorcycle, instead directing the owner to take the piece to an 'authorized' dealer. This legislation is written to require the manufactures to make the repair and maintenance manuals available to facilitate the availability for owners to perform work on their equipment, and motorcycles.

Members **Kevin Huddy** and **Ken Conrad**, both avid 'do-it-themselves' riders, wanted to alert other MONTANA BMW RIDERS to this situation, so that they could get involved to the extent deemed appropriate. The full text of the legislation, its current status and all modifications can be found at this web address:

- <https://www.congress.gov/bill/118th-congress/house-bill/906>

Once on this website, locate the pull down menu "*Text(1)*" click on it and the bill "HR 906" should appear.

Editor

MONTANA BMW RIDERS NEWSLETTER

Motorcycle Safety Riding Courses

Howdy folks, Ken here,

An update on the plans for doing a MTBMWR ARC this summer...

As I've previously mentioned, Montana Motorcycle Rider Safety (MMRS) needs a minimum of 8 riders to put the ARC on the schedule.

As of today (March 28) I have heard from 7 people who've expressed interest in the ARC, 2 of whom I've noted with a question mark on my notes to indicate that they may be tentative. I've not included Dick in the tentative group because we all expect his arm to be healed up and ready for use. Right, Dick? Grin....

Since Spring is just around the corner (?) and we are getting closer to the July 9th date, please let me know as soon as you can if you are able to commit to doing the ARC on July 9th. MMRS has indicated they need to put this on the schedule as early as possible.

When I have heard from the minimum of 8 riders who have said they will definitely do the club ARC I will email everyone with information on how to register for the class.

I hope there are enough MTBMWR members who will commit to the class so I can make this happen.

Thanks

Ken Conrad

Current Signed On Trainees

- 1) Dean Hall
- 2) Blair Krumm
- 3) Bru Bizzotto
- 4) Bob Pauley
- 5) Marrea Matthews
- 6) Brian Lamoure



Check out the next page for the details on the club's contributions to off-set a member's class participation fee!!



MONTANA BMW RIDERS NEWSLETTER

Montana BMW Riders

Safety Course Incentive Program (SCIP)

Calendar Year 2023

The purpose of the Safety Course Incentive Program (SCIP) is to encourage safe and responsible riding habits by partially underwriting continuing motorcycle skill education taken by members of the Montana BMW Riders Motorcycle Club.

1. During calendar year 2023 \$400 is allocated to the SCIP.
2. Kevin Huddy is the administrator of the SCIP.
3. Up to eight club members can get a maximum of \$50 in a calendar year to reimburse the cost of taking an approved motorcycle safety course.
4. To qualify the rider must be a member in good-standing (dues paid) of the Montana BMW Riders as of 1 April 2023, as well as at the time the course is taken. Kevin will coordinate with the Secretary/Treasurer to confirm an applicant's membership status.
5. Courses offered by the Motorcycle Safety Foundation (<https://motorcycle.msun.edu>), Lee Parks Total Control, RawHyde Adventures or courses created by the BMW Motorrad Performance Center are approved.
6. Members must request approval by Kevin of courses other than those listed in line 5. To gain approval, the course must include instruction on, and practical application of riding skills and knowledge designed to enhance rider safety; and may have either an on-road or off-road focus. Track days do not qualify.
7. If more than eight members qualify for reimbursement, then the club leadership will consider increasing the funding allocation to cover the additional applicants. The final decision on a funding increase will be based primarily on the availability of additional discretionary funds in the club's budget.
8. Money will be allocated based on when a completed request for reimbursement is received by Kevin; first come, first paid.
9. Only one course per member is reimbursable in a calendar year.
10. Requests for reimbursement can be made after the completion of an approved safety course, but must be received prior to October 1, 2023. Payments will be made in October once all applications are in.
11. Submit requests for reimbursement to Kevin (huddykl@gmail.com); requests must include proof of successful completion of the course. Proof can be in the form of a legible copy, scan or photograph of the original document.
12. Kevin Huddy will coordinate with the club Treasurer, to arrange payment.

MONTANA BMW RIDERS NEWSLETTER

Hazards of off-Road Riding - BEARS



I believe some of you carry bear spray on your adventure rides. Member **Brian Campbell** related an experience that I think is worth passing on to you.

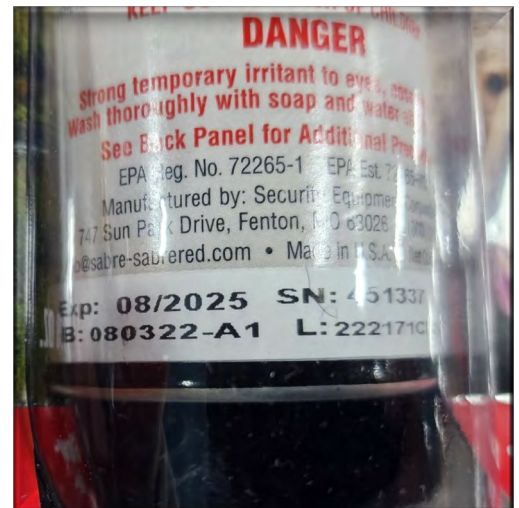
During a walk in the woods this past year, Brian was surprised by a black bear peering at him from behind a large tree. Although the distance between Brian and the bear seems to vary with each telling of the story, it was close enough for some concern and caused Brian to reach for his bear spray. With a steady hand and a steely eye, he discharged the entire contents in the direction of the bear. Much to his surprise and to the curiosity of the bear, the spray travelled about half the distance to the bear. It dissipated well short of the bear. Upon realizing the ineffectiveness of the bear spray it was time to implement Plan B, trying to remember which pocket of his backpack he had placed his 9 millimeter pistol. About this time, the bear seemed to lose his curiosity and ambled off in another direction.

Brian, from his professional experience as a forensic investigator for forest fires, had to determine why this had not performed as expected. He verified the distance to the bear was well within the range of that stated on the canister. As he continued with his investigation, he found that the can was several years old and beyond its expiration date.

As he returned to his pickup, with an occasional glance over his shoulder and contemplating the events of the day, he concluded a couple of things. If you carry bear spray, definitely ensure it is within the expiration date stated on the can and, a second can of bear spray may be more effective than a 9 millimeter pistol. Approximate aim is probably more effective with bear spray, and easier than a lethal aim with a pistol.

So the lesson that Brian is passing on to those of us who carry bear spray when we venture out on some of our backcountry trail rides is, we should check to ensure that it is in fact within the warranty date or expiration date stated on the canister.

Editor



Historian - Kim Lemke



Our April meeting will be in Wilsall, Montana. Some notes from April Club meetings of the past:

- April 2011 Meeting was at Quinn's Hot Springs (NOTE: There are both paved and " over the mountain " routes available)
- April 2021 as reported by President Chris Keyes: "What a terrific turnout in Lincoln..." attending were: Robert Carpenter, Bill Clark, John DiBari, Sandy Knutsen, Don Deuel, Mark Johnson (the last 3 being lucky Raffle Winners)

MONTANA BMW RIDERS NEWSLETTER

A Rider's Story - Dave and Mary Fishbaugh

I always say. "If you don't come home with a story, it probably wasn't worth going in the first place." This applies to hiking, backpacking, as well as cage and motorcycle trips. When you ride in another country, the opportunity of coming home with stories is probably ten-fold versus here in the US. You are working with different languages, different road systems, customs and conditions. When you are not riding in a group, you need to be comfortable being lost every day. All of these factors certainly guarantee that you will come home with several stories. Mary and I would like to share one of ours from a ride in Europe.

Mary was presenting at an international conference in Lisbon, Portugal. I said, "maybe we should rent a bike and ride through the mountains of northern Portugal and Spain after the conference." She agreed, so I did some research and found MotoExplorers in Lisbon, Portugal. We signed up for a self-guided trip that included a bike (R1200GS), programmed GPS unit, and prepaid four/five-star hotels. Off we went for a two-week ride! What could go wrong!

Dave

There are three days left on the trip and tonight we are staying in a five-star hotel in Porto, Portugal. Porto is a large seaport on the coast with a population of a million plus. Our hotel is located in the middle of downtown. Amazingly, our GPS took us right to the hotel through all that traffic. In front of the hotel was a large plaza, you couldn't pull up front. We started to unload our gear and the doorman saw us and came over to help. I asked him if it would be safe to leave the bike here next to the plaza. He indicated it was not a good idea and told me they have a parking garage. He told me to go up the street two blocks, turn left at the redlight. Go to the next redlight turn right the garage will be down that street. Mary and the doorman go off with our gear, and I take off to the garage. Never leave your navigator (Mary) behind!

I go up to the first light and turn left and turn right at the next, and start looking for a parking garage. No obvious garage. There is a street (we would call it an ally in Montana) feeding in on my right. There is a car stopped right there waiting to join the busy street that I am on. I look down that street and I think that I see a garage. I turn right. No garage.

Now I think I need to get back to the street I just turned from and look for the garage again. I turn left down another street and it brings me up to a four-lane one-way street going left, I take it. It turns out the street I wanted to get back on was also a one-way so I could not turn left where the garage was suppose to be. Now I am in a maze of large one-way streets, none of which are getting me back to either the hotel or this supposed parking garage. I circle in this one-way street maze about three times. Each time I pass a parking garage that I know is not the hotel garage. I get tired of circling and being lost so I dive into the garage.

I am going to walk to the hotel. The problem is, I am not sure what direction the hotel is and I don't know the name of the hotel. All I know is that I think it has an "S" a "T" and maybe an "F" in the name. Even if I knew the name of the hotel, I wouldn't be able to pronounce it. I walk up to three taxi drivers and try to get some directions. They only speak Portuguese and some broken English. They think that they know what I am trying to say and point off down some street. My gut feeling is that this is not the right direction, but I go anyway.

It's 90 degrees F and I am ATGATT. I can't find the hotel so I step into a four-star hotel and ask for directions one more time. They speak English at four-star hotels. They think I am trying to find one of theirs so they send me off. No map just verbal directions including street names in Portuguese. Did I mention I don't speak Portuguese? I find their hotel, but not mine. I go in and start the process all over again. This time their description matched mine and off I went. I finally found it two hours after I left Mary with the doorman. I go to the front desk and they tell me that Mary left a few minutes ago to try to find me. I go outside and sit down on the steps to wait for Mary.

MONTANA BMW RIDERS NEWSLETTER

A Rider's Story - Dave and Mary Fishbaugh (continued)

Mary

I was completing the check-in process when Dave left to park the bike. Before going to our room, the desk clerk asked if I would like a glass of port. This being port wine country, all guests at the hotel were offered a glass. I said I thought I would wait until my husband returned so that we could have our wine together. With that, I was led to our room, one of the most lavish and undoubtedly the ugliest of our accommodations to date. The room was huge so I took my time looking around, looking out the windows, deciding which of the multiple bathrooms I would use. Dave didn't return. I sat down to wait for him and checked the clock. I had no idea how long he had been gone, but I knew it had been plenty long enough to find a parking garage two blocks away and return. Then I began to hear sirens. My imagination immediately jumped to his being in an accident in a strange city in Portugal where not everyone speaks English. More sirens. Quiet. More noise. Quiet. Finally, I thought, "I can't just sit here any longer. I have to do something." So out I went to find the parking garage. I had no trouble. It was just where the desk clerk had said. I walked through all three floors looking for our rented bike. I saw bikes on each floor but not ours. So, I thought maybe Dave had finally gotten back to the hotel and left the garage. BUT I didn't exit through the same entrance that I entered and I was completely turned around, confused, lost! I wandered the streets a bit, trying to ask the location of our hotel, but I couldn't remember the name. I knew it had something to do with Christ or His Blessed Mother, but the Portuguese eluded me. I finally found a young family who spoke English, had a map, and could point me in the right direction. I was not far away. As I approached the hotel from across the street, I could see Dave sitting in his black gear, in the August Portuguese sun on the steps of the hotel. When I got to him and we both began talking at once, we walked into the lobby. I stopped at the desk and said, "I think we'll have that glass of port now!!"

Dave

So here comes Mary. It turns out that the garage entrance was underground and the entrance and sign were hidden behind that car that was trying to pull out of that small street. I couldn't see it. When we enter the hotel, I explain what happened. They ask me, "Where did you park?" I answer, "I have no idea." The clerk asked if I had a ticket? Yes, I do! She looks at it and says she knows where it is. Excellent! We are back on track!

The next day is Sunday and we are going to spend the night at the Obidos Castle. It is a castle perched on top of a large granitic outcrop with high castle walls and the Atlantic Ocean on the west. We decide to have a taxi take us to the parking garage, based on our recent history of getting lost when looking for parking garages. He takes us there. We get out and find that the parking garage does not open until noon on Sundays. Great! It's now 8 a.m. There is a small park in front of the garage and there is an old gentleman hanging out in the park. He seems to understand our dilemma. He sort of lifts his shoulders with palms out and a smile. I notice a small café up the hill that overlooked the park and garage so we camp there and eat breakfast. I don't remember the distance to Obidos, but we need to be on the road. After about an hour, the old gentleman starts jumping up and down and waving at us. I look his way and a man is unlocking a garage door and going inside; I take off. He speaks no English, but I show him my ticket and point to the bike. He catches on and lets me pay and take the bike out. Excellent back on track.

We have a great ride along the coast. We get to the castle and there is one entrance that we can see. It is one of those castle entrances with a narrow passage that turns right a few feet then turns left to enter. It's called the Gate House. Back in the hay day of the castle, they would have poured hot oil on your head as you passed through. It turns out that the Obidos Castle is a big tourist attraction, especially on Sundays; great! There are some taxis parked outside. I pull up and ask how do I get into the castle? They say "your small just go through there." I say "Are you sure it's ok?" "Yes, you're small just go through there." Mary gets off the bike.

MONTANA BMW RIDERS NEWSLETTER

A Rider's Story - Dave and Mary Fishbaugh (continued)

This is the main entrance for tourists. It is full of tourists and it is only about 8ft wide all the way through it. I pull up and start to move in, I get stopped half way because about a dozen Japanese are taking pictures. Finally, I get through and here is what I see. The road is up hill. The road surface consists of large slabs of slick marble and about 10 ft. wide. Shops line both sides and tourist are pushing baby strollers. What would you think if you were one of those tourist and some jerk was trying to ride a big motorcycle up the middle? Well, you should have seen the looks I got. So, I am working my way up hill in stop and go fashion and on my left I see two parking spots, one is empty the other has a police vehicle. I park in the empty one. Mary finally catches up and says you can't park here, it is for police vehicles. I say, I am not going any further, I'll do it later. We know what that means when a guy says, "I'll do it latter."

Mary

As we attempted to ride down the packed lane that was the main street in Obidos, Dave asked me to dismount. It was too hard to ride on slippery rocks between and among throngs of tourists that included adults of every age and lots of families with children. So, I did. But I kept all of my gear on including my helmet (rather a hazard on the river rock type boulders "paving" the street). My hope was that without my gear, no one would recognize me as being part of the offending bike at which they were casting all sorts of aspersions in Portuguese and to which they were giving dirty looks. It did not occur to me at the time, that because I was with a tall American I could not be anonymous in such a small community! When we reached nearly the top of the hill and were near the castle in which we were staying, Dave dove to the side of the road and parked, DIRECTLY beneath a sign reading, "Policia" (That word seemed universal to me, not even needing translation!) and refused to move. We got our bags and trudged with our gear the rest of the way up the hill to registration. Later, we went to eat at an interesting pizza place in an old mill. It was a great setting, excellent pizza, and we shared a bottle of Mateus Rose, commemorating our youth. Walking back to the castle (hotel), I reminded Dave that he needed to move the bike. He objected saying he had had too much wine and he was not moving anything anywhere. As we walked past the police station and labeled parking, I pointed out to Dave that we were in a parking spot reserved for the local police. He said he didn't care and that was that (for the night...).

Dave

Mary wanted me to move because she said I would get a ticket. At that point the wine kicked in, and I said I don't care. The next morning, I head out to the bike to prep it for riding and sure enough there are two young male and female police officers looking at the bike parked in their space. I try to deliver the "stupid American" routine that sometimes works but not today. The male officer goes inside to write my ticket while I talk to the other officer. She tells me that if I had not had a motorcycle endorsement on my license, there would be an additional \$2,500 dollar fine. They take motorcycle licenses seriously in Europe. The other officer returns and hands me a \$60 ticket which I promptly pay. I thought I was going to be spending the night in jail. It was the best \$60 I spent the whole trip. They were very courteous, and showed us a better way to leave the castle.

P.S

The Porto hotel is the Infante Sangres. I thought it had a "S", a "T" and an "F".

So riding season is coming up here in Montana, go riding and come home with a story; we want to hear it.

Mary and Dave Fishbaugh



MONTANA BMW RIDERS NEWSLETTER



Quality products from BMW, KTM, Kawasaki and now GAS GAS off-road motorcycles ...and great service sets Big Sky Motorsports apart from other dealers. Our service department specializes in all types of motorcycle, ATV and snowmobile maintenance and aftermarket parts and accessory installation.

Visit our showroom at 2315 South Avenue West in Missoula or call (406-728-5341) to speak to one of our staff or visit us on the web at [Big Sky Motorsports | Powersports Dealership](#)

[in Missoula, MT](#) . You can also find us on eBay for parts and accessories, or see us on FACEBOOK.

When you go, tell them you saw our ad in the MONTANA BMW Riders **APRIL 2023** newsletter and ask about our models and financing. We are a proud supporter of the MONTANA BMW RIDERS.



Nate Bertland
OWNER



Andy Main
MASTER CERTIFIED BMW TECHNICIAN



Nik Anderson
BMW & KTM CERTIFIED TECHNICIAN

MONTANA BMW RIDERS NEWSLETTER

2023 Ride Schedule

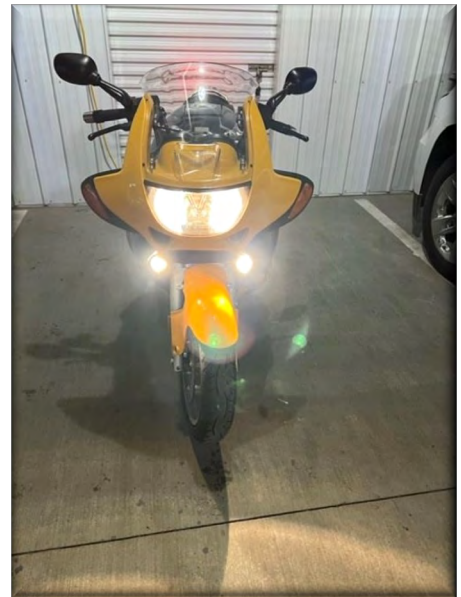
Month	Date	Location	Divide	Venue	Day	Time	
January	15 th	Seely Lake	West	Double Arrow	Sunday	1:00 PM	
February	18 th	Helena	East	Grubstake	Saturday	1:00 PM	
March	19 th	Lincoln	West	Lambkins	Sunday	1:00 PM	
April	23rd	Wilsall	East	The Vault	Sunday	1:00 PM	
May	20 th	Huddy Outpost	East	Huddy Outpost	Saturday	All Day	
	21 st	Houser Lake	East	Lakeside on Hauser Lake	Sunday	1:00 PM	
June	17 th	Big Fork	West	Echo Lake Café	Saturday	1:00 PM	
July	13 th -16 th	Neihart	East	Little Belt Mountains	Thursday - Sunday	All Day	
	16 th	White Sulphur Springs	East	Jesse Pepper's Smoke Shack	Sunday	1:00 PM	
August	5 th	Lewistown	East	Saturday	TBD	6:00 PM	
	20 th	Phillipsburg	West	Picnic Lunch TBD	Sunday	1:00 PM	
September	17 th	Ennis	East	TBD	Sunday	1:00 PM	
October	15 th	Ovando	West	Trixi's	Sunday	1:00 PM	
November	18 th	Basin	East	Silver Saddle	Saturday	1:00 PM	
December	TBD	—————→					

MONTANA BMW RIDERS NEWSLETTER

Classified

2001 BMW K1200 RS \$6500

- ⇒ This is a pretty rare and desirable Mandarin/Grey paint scheme.
- ⇒ Owned since 2002 with just 15,650 miles
- ⇒ Great bike in excellent, like new condition.
- ⇒ Always in heated garage.
- ⇒ Never dropped.
- ⇒ ABS and heated grips
- ⇒ Custom Corbin seat in matching trim.
- ⇒ Stay-in-tune exhaust.
- ⇒ Halogen driving lights.
- ⇒ Back-bars and Throttle Meister.
- ⇒ Updated mirrors replaced the “mouse ears”.
- ⇒ BMW hard case luggage included.
- ⇒ All service records included.
- ⇒ Located in Bozeman.



Call Bill with any questions:

Phone: 847-561-9201

Email: bmattran@specialityprintcomm.com



MONTANA BMW RIDERS NEWSLETTER

Classified



FOR SALE:

2014 BMW F800GS, 43,317 miles, \$7,700 . Bike has been very well maintained and detailed service records are available. Last serviced at 43,102 miles: oil/filter changed, new air filter, new brake fluid, ABS pump cycled, cleaned idle air valve, scan conducted and no faults found. Valves last checked and spark plugs replaced at 38,979 miles. All brake pads replaced at 32,504 miles. Front tire has approximately 50% of life left, rear tire has approximately 30%. New chain installed at 27,439 miles and stator/flywheel replaced under warranty 21,408 miles. Add ons installed: FuzeBloc, BMW lower crash bars, BMW hand guards, detachable wind deflector on wind screen, belly bash plate, shock sox on front forks, dual USB charging ports, LED auxiliary lights with detachable amber lens, Happy Trails tail rack, Hyper Lights flashing brake lights and Garmin 660 GPS. Comes with choice of lowered or standard seat. **Contact Kevin** at hud-dykl@gmail.com or **406 438-6776** if interested. Located in the Helena area. Additional pictures available on request.

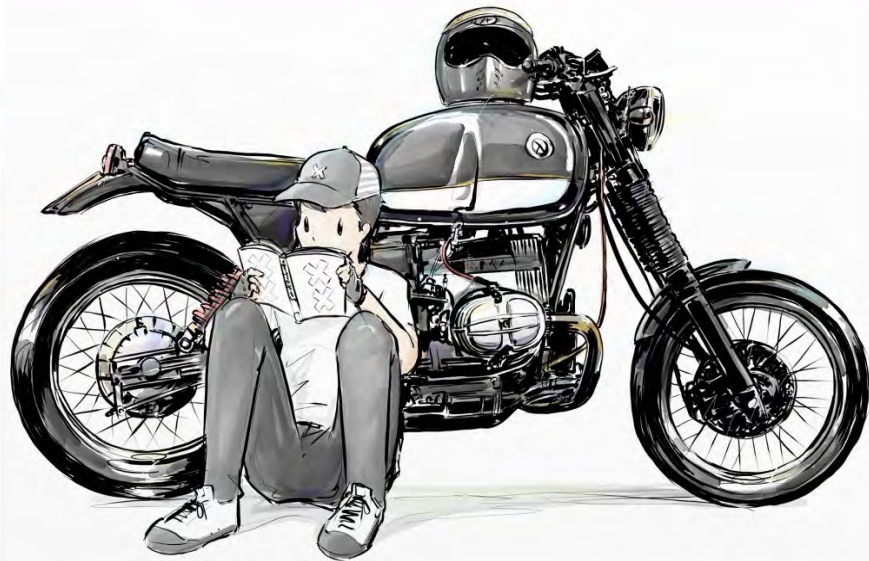
MONTANA BMW RIDERS NEWSLETTER



A photograph of a large, dark-colored hot tub on a wooden deck. The hot tub has a white top and the text "MOUNTAIN HOT TUB" and "FEEL GOOD. LIVE BETTER." printed on its side. The background shows a snowy mountain landscape with evergreen trees. A blue banner at the bottom of the image contains contact information.

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Classified



BMW 2002 R110RT for sale. 76,000 miles; New tires (Michelin Pilot 4's) and full service 09/2021; New battery in August 2022; Has flashing tail lights and bright LED running lights. Asking **\$4,000**.

For information contact **Lon McComas** (406-388-0678) or email (lwmccomas@yahoo.com).

New Rides



Do you remember the new 'mystery' owner of the sidecar rig above, that was shown in the February issue? Well, here it is, on the right with its 'mystery' owner, reconfigured in the panels from her old BMW G800GS. From the grin on her face, I would say it was a good exchange. We hope to see both **Annie Huddy** and her new ride often this season.

Editor





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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. **\$6,800**. If interested, call **Phil Haglund** at **406-939-0600**. Bike located near Belt, Montana .

ZIPPER MECHANIC

I suspect your riding gear was hung in its usual place after the last ride last year, and is still there, waiting to be washed. And there is always that zipper or snap that needs repaired. Fortunately for those of us in the Missoula area, we have a **ZIPPER MECHANIC** available to replace those heavy duty zippers and missing snaps as well as patches and tears. The seamstress has performed these types of repairs for me, and recently for **Dean Hall**, as well as added a strap to connect his **GARMIN IN-REACH**, within reach. Be sure to call to confirm her hours of operation.

Editor

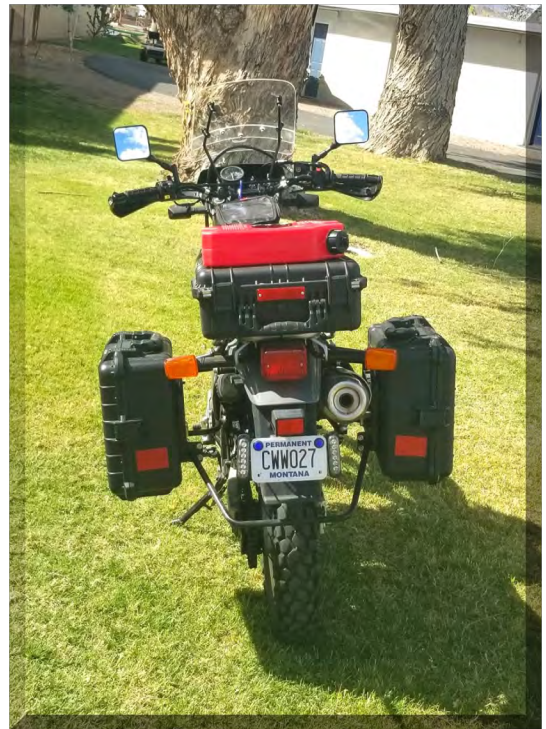
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Phil Haglund at 406-939-0600

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Letters to the Editor

Hi Dick, of course I'm keeping bikes in Australia. They seem to come and go. At the moment I've got a 2021 Harley Davidson Road Glide and a 2006 Sportster. The lime green KLR you see in the picture I've bought in November but I've sold it back to the dealer just before Christmas. The engine got ridiculously hot even on cold days. Very disappointed. I wanted to get one of them to keep in the Yukon or AK. Hope your arm heals quickly or else you might be looking for a semi automatic bike like a Honda Africa Twin. Heaven forbid.

The Road Glide is set up for touring. I haven't done a lot of miles on her yet.

As far as road riding goes, we are fairly isolated. It takes about four to five days of straight line riding to get to the east coast and about a week to Darwin. I used to go to Tasmania once a year but that kind of died when I started to go to North America.

We had big floods all over the north. One of my friends is currently stuck in Mt Isa in Queensland.

My regards to all.

Cheers.

Klaus Lambrich



Classifieds



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

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Bob Pauley and Lynden Clark are both active members of the Montana BMW Riders club.



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1974 BMW R60/6 Motorcycle - Great running vintage BMW 600. There are 66,988 miles on the odo but it is in excellent original condition and working order. Recently replaced & rebuilt:

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- ⇒ New Coils, Spark wires & plugs
- ⇒ New Exhaust Pipes
- ⇒ Rear shaft rebuilt with drive seals replaced
- ⇒ New front fork seals and fork oil
- ⇒ New Air Filter
- ⇒ Includes optional backrest

This bike is ready to ride for the classic BMW enthusiast! Priced at **\$5,250** - OBO. Call or text **Stephen Sullivan @ 406-250-2039**.

I reside in Whitefish and would consider delivering the bike to locations in or near Montana.



MONTANA BMW RIDERS NEWSLETTER

Sprockets and Gear Ratios

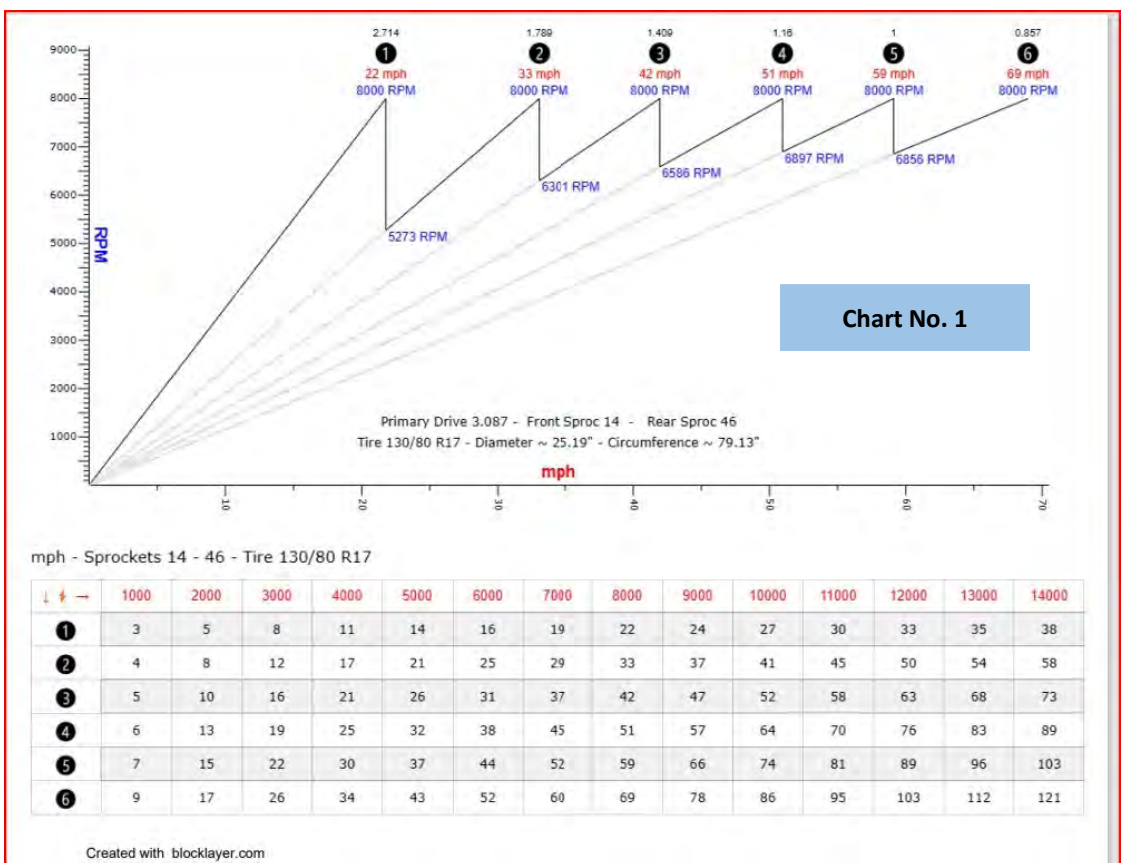


I have talked to many of you over the course of several years who have, for one reason, or another, acquired a 300 cc to 400 cc motorbike. They are usually of the dual sport or adventure motorcycle riding variety, and invariably the topic of gear ratios and changing front sprockets comes up. In almost all cases the front sprocket is changed to a lesser tooth sprocket than the original manufacturers equipment for the purpose of enhancing the low-speed maneuverability and torque available for off-road riding. In 2017 I acquired a Kawasaki Verys-X300 motorcycle to fulfill a need that I didn't have. Although it is advertised and promoted as an off-road motorcycle it's readily apparent that it's frame and mechanical makeup is simply too light for any serious off-road work other than an occasional Winnebago road. It also has a unique characteristic, that of having a very short first gear i.e., low speed with high RPM's. It was designed this way apparently as a beginner's bike to give confidence and ease of launching from a stop for new riders. It is a 296cc twin cylinder producing 39.5 horsepower at 11,500 RPM's and a red line at 12,000 RPM's. From start, a quick burst of throttle to 6000 RPM's will get you to 16 mph and then upshifting until you reach 6th gear to cruise in the 7,000 to 8,000 rpm range at 60 to 70 mph. Admittedly the motor seems quite comfortable at high RPM's with very little vibration. I believe I remember being on the east side of the Ninemile hill, just prior to reaching Huson at full throttle and reaching about 95 miles an hour before I had to back off. High speed cruising is not its strong suit.

Since I am planning to put more miles on the "Grasshopper" (Kawasaki green) during the 2023 riding season, Big Sky Motorsports replace the 14 tooth front sprocket with a 17- tooth front sprocket, a large step up. The 17-tooth sprocket was selected, not for any analytical reasons, but simply because that was the sprocket available. I had fully intended to do as most of us do, simply go out and ride it and make some sort of a qualitative judgment on whether or not that was a good selection. But as winter wore on, I thought some gearhead on the world wide web has already developed

an interactive program to evaluate sprocket and tooth selections. And there was, in the most unlikely titled web site ([Motorcycle Gearing Calculator | Shift Tracer | Sprocket Comparison \(blocklayer.com\)](#)).

Although I filled in the primary drive ratios and all of the gear ratios from the owner's hand-book, this site provides a download for this data for the make, model and year of motorcycle being evaluated.



MONTANA BMW RIDERS NEWSLETTER

Sprockets and Gear Ratios - (continued)

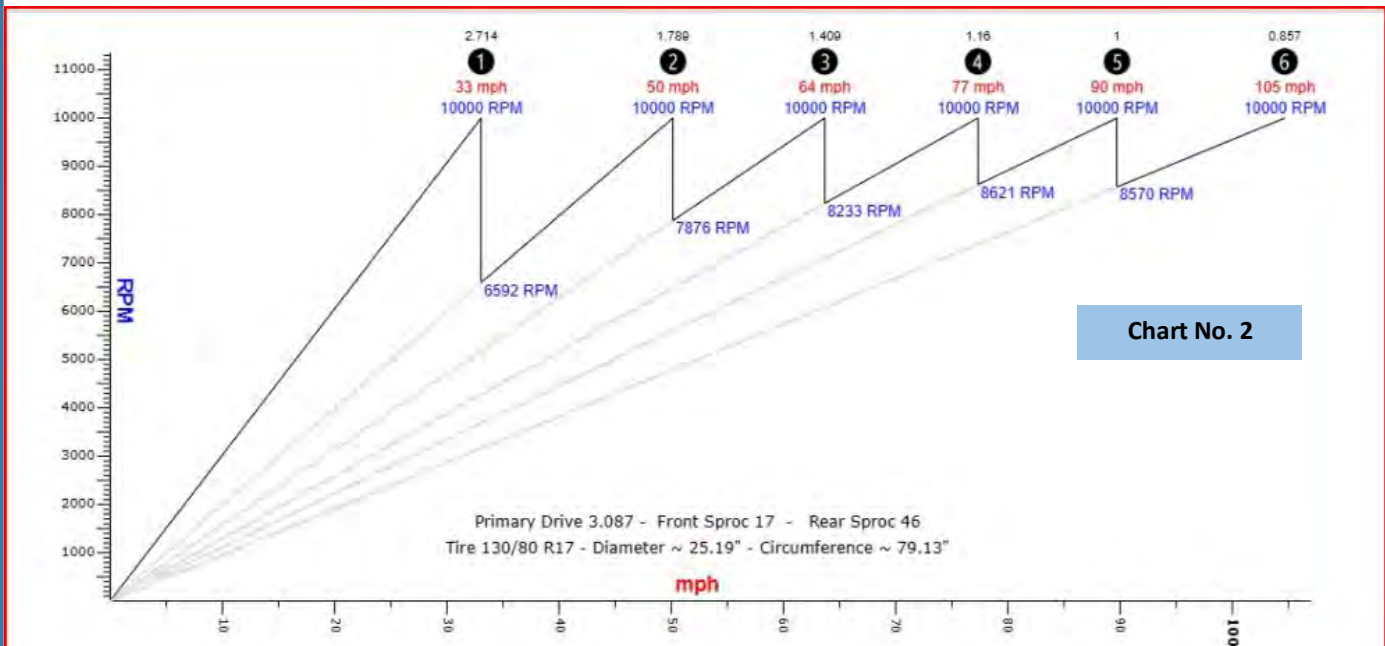
Fill in the number of teeth on your front and rear sprocket, select a RPM shift point, hit the calculate button and it will produce data similar to chart #1. This chart is for the original manufacturers equipment with a 14-tooth front sprocket and a 46-tooth rear sprocket and a shift point of 8000 RPM's. The Chart No. 2, is for the newly installed 17 tooth front sprocket and the standard 46-tooth rear sprocket with a shift point of 10,000 RPM's. Although I haven't tried, I suspect that the motor runs out of horsepower about 85 to 90 miles an hour. After a little real-world evaluation, I may have change to a 16-tooth sprocket to cruise at highway speeds in 6th gear.

My objective was to be able to cruise in the 6,000—8,000 rpm range, i.e., 63—84 mph range.

There are two points to this story; (a) If you are considering replacing a front or rear sprocket, or both sprockets to gain some type of a riding characteristic, there is a website to do this on an analytical basis and, (b) I have too much time on my hands during this long riderless winter season.

The website, 'blocklayer.com' is not intuitive to get you to the Motorcycle Gearing Calculator application, so if you are interested, give me a call ([406-247-0783](tel:406-247-0783)) and I can talk you through the process.

Dick French



mph - Sprockets 17 - 46 - Tire 130/80 R17

↓ ↑ →	1000	2000	3000	4000	5000	6000	7000	8000	9000	10000	11000	12000	13000	14000
①	3	7	10	13	17	20	23	26	30	33	36	40	43	46
②	5	10	15	20	25	30	35	40	45	50	55	60	65	70
③	6	13	19	25	32	38	45	51	57	64	70	76	83	89
④	8	15	23	31	39	46	54	62	70	77	85	93	101	108
⑤	9	18	27	36	45	54	63	72	81	90	99	108	117	126
⑥	10	21	31	42	52	63	73	84	94	105	115	126	136	147

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MONTANA BMW RIDERS NEWSLETTER MASTHEAD

The Montana BMW Riders NEWSLETTER is Published Monthly.

Club Dues: \$15 per calendar year - Membership includes monthly electronic 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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Items for the newsletter are welcome and may be emailed to either:

(R_G_French@msn.com) or

RGFRENCH1937@gmail.com, or

TEXT to 406-274-0783

March Meeting - Lincoln

Nineteen members and guests made it to the monthly meeting in Lincoln, three on Ural Sidecars, although photographic evidence is missing. Also, member from afar, (Northglenn, Colorado) was among the group.

Editor



Photos by Lynden Clark



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