

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER MEMBERSHIPS :

BMWMOA #155

AMA #6830

NEXT MEETING

Big Fork

Echo Lake Cafe

SATURDAY JUNE 22

1:00 PM

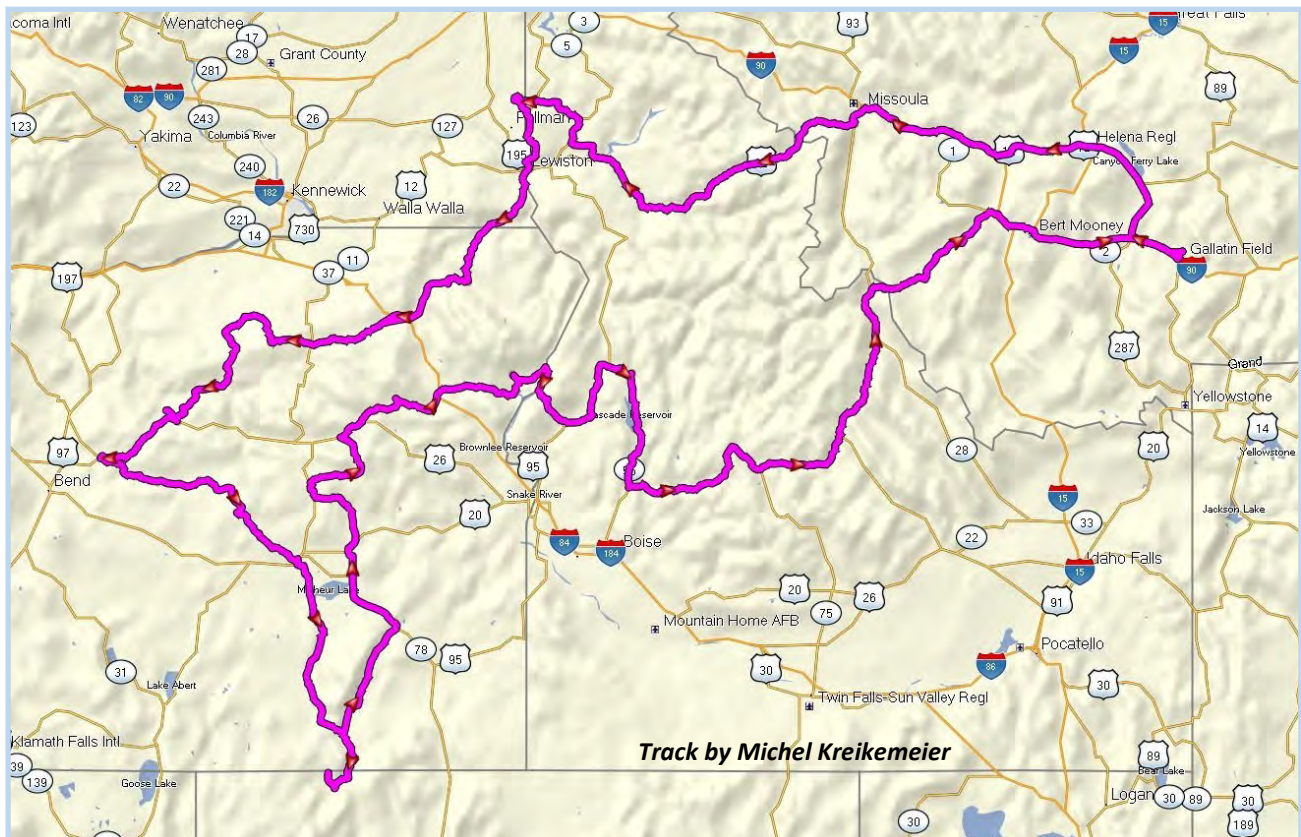
-HOME OF THE NEXT BEST RIDE-

PRESIDENT'S CORNER



Having just gotten back from an 1,800-mile motorcycle trip I'm in physical recovery and work shock so I'm going to make it brief so Dick can make his publishing deadlines. The quick and dirty version of the motorcycle trip with member Lance Lerum, Kevin Wolfe, a friend of Lance's, Mike Kreikemeier, and myself, was a fantastic ride into Idaho, Washington, Oregon and Nevada, not to mention many nice twisties in Montana going and coming. Lance planned a fantastic route. We averaged 250-275 miles and 7 hours of riding per day. Highlights were that it was a good time of year to take a motorcycle trip. Cool but not cold. Some rain but mostly great weather though electric jackets were a REAL good idea. NO traffic to speak of. We had those twisty and remote roads to ourselves, except for dedicated tourist area around McCall, Idaho. Some roads at higher elevations were closed, but not many. And though we think of Montana as being remote, Southern Oregon is WAY remote.

Quick story. One day we couldn't find a place to eat or place to stay at the end of the day in the Southern Oregon desert country. Places were few and far between. There were almost no towns of any size. There were few choices of anything out there except opinions of what we should be doing. Being chased by a BIG thunderstorm we had no choice but to head further south into the Nevada desert, exiling ourselves from the last civilized spot in Southern Oregon to find a place to camp. Sorry, no food there either. But it had a hot spring which came in handy later.



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As we arrive at the campground the thunderstorm turns into a monsoon just as we are getting our tents set up. We had to help each other set up our respective tents, to keep them or other equipment from blowing into Wyoming. After the storm turned from fury to a drizzle, we all piled out of our four respective tents, brushing the hail from the tops, only to be nearly hit by a lightning strike less than 100 yards away. I think the survival mode was kicking in about then. We were tired from our longest day of riding, we'd been trying, to no avail, to outrun mother nature; and we hadn't been able to find a place to eat since breakfast. Opening my trusty motorcycle top case, I found I could easily give away cold hot dogs with cold buns when grown men are in this state of mind. And they liked it! Admittedly it was more haute cuisine because we had some mustard and ketchup. Of course, the one died-in-the-wool engineer in the group, (Mike Kreikemeier) figured a way to convert his Jet Boil stove into a blow torch. Waa Laa...roasted hot dog. Now if we had just brought marshmallows!

This trip was good rides and good company. Thanks to Lance for setting that one up. We even got in over 100 miles of dirt. More on this May motorcycle trip in a future article.

So, looking ahead into June, there are many more opportunities for adventure. First Saturday breakfast is this Saturday, June 1st. It will be at Lochsa Lodge - Meet at 9:00 am at the Conoco in Lolo on the corner of Highway 12 and 93. Then Thursday, June 27 we'll have a summer evening get together at the Dinnerbell Restaurant. This is 13 miles east of Drummond on the south side of I-90 at the Gold Creek exit. This is put on by the Mennonite group and is a home cooked family style meal with fried chicken, mashed potatoes, homemade rolls and pie. No alcohol. Be there at 5:30 PM. Dinner is served at 6:00 PM. Appreciate if you would let me know how many of you are coming so I can set our reservation. It's close to the longest day of the year so getting home before dark should be easy.

I want to extend to Annie and Kevin Huddy, from the entire club, a great big **salute!** Thanks so much to them for hosting the TECH weekend at the Huddy Outpost in Helena. The weather was not cooperating outside, but the fellowship, wrenching and meals were filling and warming for three days. Thanks Annie and Kevin for organizing that and all the work it took to put on! Thanks to Kevin for putting on my new tire on my 1200 GS (that went on my trip) and to Annie for the Metzler Torrance recommendation. I liked that tire!

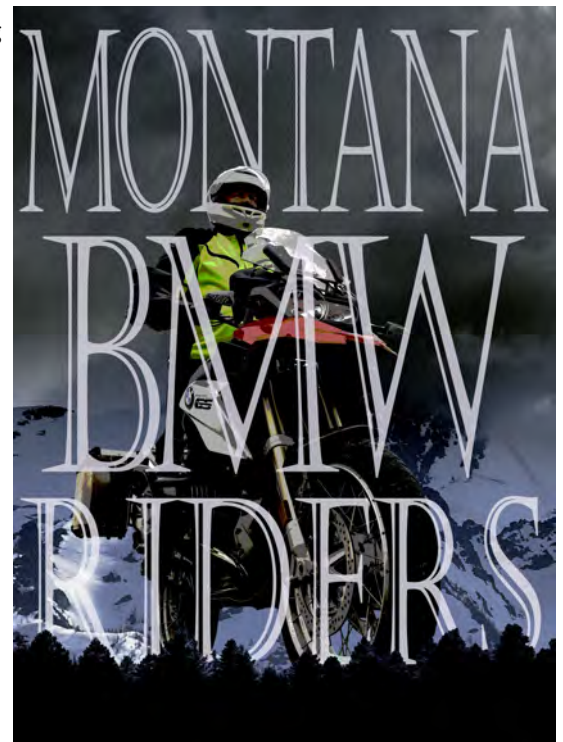
Other thanks go to Ed Field for designing a great logo and organizing a club T-shirt order. This was a lot of work, designing the logo, which is so classy and then finding someone local, to print it at a reasonable price. These T-shirts should be ready by middle to end of June. See the logo to the right.

I hope you will all consider supporting all these members in the club, doing extra work and putting on special events during the year. These extras are for fun and the benefit of all. They certainly add-to the mundane monthly meetings. If you don't like an event or think things should be done differently it's best to keep it to yourself. Or you can always put something together yourself.

The June club meeting will be later than usual because of Father's Day. It will be at the Echo Lake Cafe in Big Fork. The date is June 22nd which might be better for those thinking they might like to stay over in the Flathead Valley for a trip over the *Going to the Sun Highway* in Glacier. The meeting will be the same time, 1:00 PM. I've asked Echo Lake to put us outside on their deck.

Other events I hope you will support: Coming in July, member Phil Haglund is organizing a dual sport ride in the Little Belt Mountains. Details are in the newsletter. Anyone wanting to go over from Missoula, call me and we can ride over together on Friday. The motel in Neihart, Bill's Motel and Restaurant has limited space so call now to reserve for that weekend. There's also a campground about 2 miles away from Neihart. Knowing Phil, it will be fun and well organized.

Also, I do hope you'll come on one or more of the fun rides Mike Hofferber has organized out of the Billings area this summer. Their dates are also in this newsletter. One of Mike's guided rides will be the weekend of the Beartooth Rendezvous over some of the best motorcycle roads in Montana...Beartooth Pass and Chief Joseph Highway. Let's support Mike for putting these together and the other Montana Beemer Club, the Beartooth Beemers, who put on the *Beartooth Rendezvous*. That's the weekend of August 15th-18th.



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I hope you are all having fun, enjoying the not-winter riding weather. Yep some days don't work out but the ones that do make up for those LONG Montana winters days.

Thanks to Gary Graham for making the *Place2Place* not only a fun contest but a chance to get involved in learning about the state of Montana. This, along with the above-mentioned organized rides will hopefully make Larry Banister, our mileage contest coordinator, the most overworked and underpaid member in our club. Thanks Larry!

Happy Trails!

Chuck

Editor's Corner



One of my objectives as editor is to have many photos of the events, and to put names with the faces in an effort for our widely dispersed members to recognize each other. The photos are easy, but identifying the people is a bit more difficult. For those of you who I have not identified in the photos of this issue, and all following issues, please accept my apologies, and let me know who and where. And the same for those whom I have identified incorrectly.

Following this objective, the annual Tech Session at Huddy's Outpost was well photographed, with some of the excellent photos by Ed Fields. I hope you enjoy them. My thanks to BMWMOA Ambassador Kevin Huddy for proof reading this section and adding correct names to the faces and the correct models and makes to the motorcycles pictured.

Also in this issue, some enthusiastic discussion on the virtues and attributes of side-cars.

Dick French

Place2Place - Gary Graham



It appears the weather has been keeping some of your bikes in the garage. The prognosticators are telling us better days are coming so let's hit the road! I plan to order the tee-shirts at the beginning of July since I will be out of town until then. An email will go out to all who have signed up in late June soliciting orders with pricing information included. The currently intended design is shown on the right.



MONTANA BMW RIDERS NEWSLETTER

BMWMOA CORNER

Tom Moe—BMW MOA Regional Coordinator



Coeur d'Alene Getaway, Cascade County Rendezvous, Changes to the Billings Centric Rides, Beartooth Rendezvous and Great Falls Rally

I attended the BMWMOA Coeur d'Alene Getaway May 10 – 12 and found it to be very pleasant. Annie and Kevin Huddy were there as well and we got to meet some fine folks. We started out Friday with a wonderful dinner cruise on the lake. The food was great, the scenery outstanding and the company very pleasant. Fortunately the weather was favorable to spend some time on the upper deck, the enclosed section of the boat was warm and nice.

The next day I met Gene Tanzey for breakfast who is the current treasurer and longtime member of INWBMWR, we had a very nice visit. He lives in Coeur d'Alene so it was easy to connect with him. Unfortunately, this club has fallen apart. Gene is very interested in trying to revive it but the impetus does not seem to be there. I wondered what I might do as a Regional Coordinator and asked Gene how BMWMOA could help. At this point there seemed little we could do from afar but Gene will be considering options and letting me know what might be helpful.

I had a nice visit to the local dealer in Spokane known as Westside Motors, a multi-line dealer seemingly of a good size. The inventory of BMW and other rides was impressive and the management courteous and helpful. I did notice they had quite an extensive rider training program and found that to be helpful to the motoring public. We found out later that evening that they were combining with the BMW automobile dealer for a joint event the next weekend. A spokesman for BMW informed us at the banquet Saturday that there is an effort to do more to interlace the auto and motorcycle brands.

Before the banquet I met with Dan Muir with the Washington State BMW riders. We had a great visit at dinner about the organization and what their club and future might look like. Dan is an instructor and does a lot of instructing. A very interesting fellow with lots of experience. He was promoting and invited us all to the Washington State BMW Riders celebrate the **47th annual Cascade Country Rendezvous**, 18-21 July, at the Ferry County Fairgrounds in Republic, Washington. Featuring on-road and off-road led-and GPS rides, off road training, and all the popular rally events, including:

- Friday and Saturday evening dinners
- Free coffee every morning
- Free cold drinks in the afternoon
- Evening beer sales with offerings from Republic Brewing
- Door prizes
- Options for off-road training
- Free seminars
- Club logo clothing at the Country Store
- Free maps for on-road and GS rides
- Free Friday and Saturday on-road guided rides, including an Airhead ride
- Option for a creamery and cheese ride/tour
- Free access to GPS tracks
- Free camping and more!

Registration is only \$60, at <https://www.wsbmwr.org>. Click on the "Annual Rally (CCR)" tab on the left margin and come join the event. For questions or additional information, contact Dan Muir at rallymaster@wsbmwr.org. I hope to attend.

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BMW MOA Corner - Continued

Also, just before the banquet kicked off I got to meet Charlie Greear who is the registrar for the Beartooth Rendezvous and also introduced him to Annie and Kevin Huddy. We all had a great discussion about the Beartooth and are very hopeful that MONTANA BMW RIDERS members will attend and support the event. I plan to attend but have a bit of a conflict so may only make Friday and Saturday night. We have changed the August ride to coincide with the Rally, please see the Billings Centric rides for details. I am certainly looking forward to this rally and these rides.

The banquet was certainly pleasant and visiting with the Washington members along with a couple of fellows from Canada was entertaining and informative. A very interesting longtime member named Karen Thomson extolled us with her adventures as a professional Edelweiss Motorcycle touring leader. It sounds like a great job, but it is a job after all with challenges. Karen is also an MSF instructor. Jackie Hughes did a great job as Master of Ceremonies and I even managed to win a door prize, a rare event for me.

I then got to attend the Tech Day at the Huddy's and certainly enjoyed it. It was great getting to the Outpost for the first time and we all owe a debt of gratitude to Kevin and Annie for hosting this event each year. It was certainly too bad the weather was very cool for riding, many still arrived in cages however and there were a few intrepid riders.

The next day brought the monthly lunch in Drummond which was well attended in spite of the weather. Not many riders but an enthusiastic group nonetheless. I am sure Dick will report in much more detail than I have.

And, what great news that the **BMWMOA Rally will be in Great Falls June 25 to 28, 2020**. We as a club should make an extensive effort to volunteer and assist with the monumental effort it takes to put on a rally like this. I plan to drag my travel trailer to Great Falls to allow me more time to assist with the rally. My friends with the Sacramento area club known as River City Beemers RCB.org are very excited to come to Montana again. They had the largest club representation at the Salt Lake Rally and are a force to be reckoned with. Hopefully we can get more to attend than they will, we should.

I still hope to attend the MOA Getaway Copper Mountain, CO August 23-25. With any luck I also hope to attend the MOA Getaway Cedar City, UT September 27-29. The getaways are wonderful, a good deal for the fee and just a lot of fun. I will not miss Coeur d'Alene next year, a wonderful venue. See the BMWMOA website for details.

I am working on some summer meetings and rides in the Bozeman area and am certainly excited about our planned Billings rides. More in the July newsletter on Bozeman meetings.

Be sure to check the ride schedule shown on the following page.

Ride safe, keep the rubber side down.

Tom Moe

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BILLINGS CENTRIC RIDES 2019

Save these dates for the Billings Centric Rides:

We will meet in the COSTCO Parking lot, 2290 King Avenue West, Billings, Montana. There is a restaurant (Rendezvous) at the north end of the lot for those who want breakfast. Clutches out at 9 a.m. Your ride leaders will be Mike Hofferber and Tom Moe.

June 15

- Billings to Red Lodge
- Red Lodge to Roscoe (lunch at the Grizzly Bar)
- Roscoe to Columbus
- Columbus to Billings on the back roads
- This trip takes about 5 or 6 hours

July 13

- Billings to Dayton, Wyoming
- Dayton west up the Bighorn Mountains to Burgess Junction
- Burgess to Greybull—really nice twisty mountain pass
- Lunch in Greybull
- Greybull to Billings

This is a full day ride.

August 17—REVISED to coincide with the Beartooth Rendezvous

- Billings to Red Lodge
- Red Lodge south up to the Beartooth highway
- Beartooth highway to the intersection of Chief Joseph Highway
- Chief Joseph highway to Cody
- Lunch in Cody
- Cody to Billings

This is a full day, one of the best rides in the country.

September 21

- Billings to Lavina (42 paved miles)
- Lavina to Lewistown (via East Redhill road) 67 miles of good gravel
- Lewistown to Billings (through Roundup) 135 paved miles
- A great lunch at Central Feeding Grilling. Trip takes three-quarters of a day.



First Saturday Breakfast - Helena



Eight riders and guests from the Helena area gathered at the Hardware Café in Montana City on May 4th for breakfast and motorcycle talk. Kevin Huddy (Ural Gear Up), Lance Lerum (BMW R1150R), Bill Earnhardt (BMW F650GS), Dan Mainwaring (BMW R100), Mike Meredith (BMW F800ST), Ken Conrad (Ural Gear Up) and Don and Nancy Davis (truck).

Kevin Huddy

MONTANA BMW RIDERS NEWSLETTER

Huddy's Annual Tech Session—2019



Rain, temperature Hoover in the 50s, windy and snow in the passes. By any metric, the 2019 Huddy Tech Session at The Outpost was a resounding success. Members and visitors from the Flathead Lake area, Billings, Bozeman, Missoula, Helena, Bitterroot Valley, Canada, Colorado and Australia could be counted in the conversations, discussions and hands on work. Host and hostess, Kevin and Annie Huddy showed the 35 plus visitors, riders and motorcyclists western hospitality at its best. Below is a compendium of photos that tell more than any narrative.



Annie Huddy—Hostess



Alastair MacLean - Lethbridge, Alberta



Windy



Mike Kreikemeier rode in from Belgrade. Yes, that is snow on the mountains.



The Parking Garage for existing and visiting bikes



Lance Lerum's BMW R65 after a bit of cleaning shown in the photo above left.. Photo by Ed Field



Lance Lerum

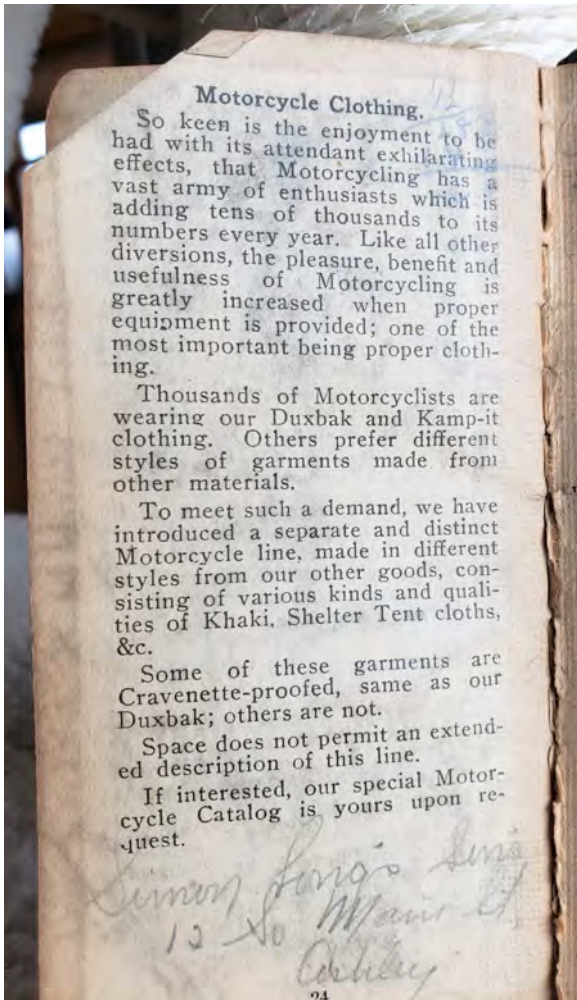


Workers, watchers, kibitzers and eaters. A GREAT bunch!



Dave McCormack, Mike Meredith and Larry Banister

MONTANA BMW RIDERS NEWSLETTER



Motorcycle Clothing.
 So keen is the enjoyment to be had with its attendant exhilarating effects, that Motorcycling has a vast army of enthusiasts which is adding tens of thousands to its numbers every year. Like all other diversions, the pleasure, benefit and usefulness of Motorcycling is greatly increased when proper equipment is provided; one of the most important being proper clothing.

Thousands of Motorcyclists are wearing our Duxbak and Kamp-it clothing. Others prefer different styles of garments made from other materials.

To meet such a demand, we have introduced a separate and distinct Motorcycle line, made in different styles from our other goods, consisting of various kinds and qualities of Khaki, Shelter Tent cloths, &c.

Some of these garments are Cravenette-proofed, same as our Duxbak; others are not.

Space does not permit an extended description of this line.

If interested, our special Motorcycle Catalog is yours upon request.

*Simon King's Sign
 12 So Main St
 Cody*

Americans passion for motorcycles began early in the 20th century. The Huddy's found a notebook belonging to a distance relative of Kevin's with a sheet pasted in the back acclaiming the attributes of a line of motorcycle clothing. The line, "Thousands of Motorcyclists are wearing" indicates enthusiasm and optimism.



Georgjean Brewster's 1968 BMW R50/2

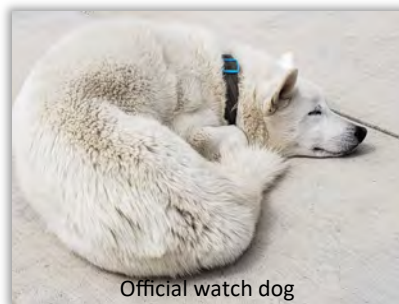
Photos by Ed Fields



Like minded folks talking motorcycles. From the left, Graham Neale, Mike Hofferber, (back to the camera - unknown), Terry Logan, Alastair MacLean, Randy Glettler, Kevin Huddy, Larry Banister, Mike McInerney and Klaus Lambrich.



Host, Kevin Huddy adding a larger oil sump to his Ural does not seem to lack for advice, observers and visitors, but this is what made the day at the Tech Session.



Official watch dog



Mystery Bike -- Who's Bike and what is it?

MONTANA BMW RIDERS NEWSLETTER

Huddy's Annual Tech Session—2019 (continued)



Fred Reed's 1989 R100 in the center and Georgjean Brewster's 1968 R50/2 in the doorway



Jim Steuding



Lance Lerum, Jim Harr, Dick Field and Ed Field



Annie Huddy's (center in apron) kitchen was always a popular hangout



Kathy Field, Loretta Field and Liz Banister



On the left, Dave Perry, Ron Kitchen, Kevin Huddy (Host) and Alastair MacLean. Can't imagine a topic that would be that serious on such a fine weekend

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Huddy's Annual Tech Session—2019 (continued)



Ken Conrad's Ural Gear Up Photo by Ed Field



Kevin Huddy installing a new oil pan to increase the sump capacity of his 2018 Ural Gear Up. Randy Glettler, Lethbridge, Alberta looking on.



Georgjean Brewster's R50 receiving some expert care.



Blair Krumm (Helena) and his 1977 BMW R100/7



Jim Harr (Billings)

Photo by Ed. Field



I caught up with Fred Reed on the west side of MacDonald Pass, sitting on the side of the road with an ailing motor in his 1989 BMW R100. It restarted so I performed chase truck duties over the pass in sleeting snow and dense fog to his destination in Helena. The experts at the Tech Session found the trouble to be a clogged gas tank vent line.

Dick French



Mike Hofferber (Billings) performing routine maintenance on his BMW F800GS



MONTANA BMW RIDERS NEWSLETTER

Huddy's Annual Tech Session—2019 (continued)



Klaus Lambrich (Perth, Australia) a guest at the Huddy's. Klaus, born and raised in Germany where he completed vocational schooling to become a certified millwright. He followed his trade several years and while on a vacation visa in Australia decided to return for a longer stay. His next visit was on a work visa as a millwright. He soon discovered he could work ten months and travel for two months. His travels found him in Dawson City, Yukon in the company of Dick van Nostrand (who seems to be well know to travelers to the Yukon) and who happen to have well used BMW R1150GS. Klaus bought the bike and has followed the ten-on-two-off ever since. He has stored his bike at Van Nostrand's store during the off season.

On a cold-windy Sunday morning, Klaus is suiting up to head west.



Michael McInerney (Colorado)



Terry Logan - last out — returning to Summers, Montana



Bill Ryder, owner (on the right) needed a winter ride, so built one. Dave Perry, Larry Banister, Chuck Reaves, Alastair Mac-Lean and Larry Sheldon.



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Rider Profile – Georgjean Brewster



Meet Georgjean - Her riding career started through staunch determination, and perhaps lucky circumstances. The Yamaha dealer in Sidney, Montana had acquired a 1968 BMW R50/2, purportedly previously owned by a local farmer who had purchased it to check his irrigation system. She and her husband surveilled it from a distance, realizing it was a great find, but apprehensive of the possible price. They decided Georgjean would make the contact, offering \$625, with little hope of it being accepted. The dealer accepted the offer.

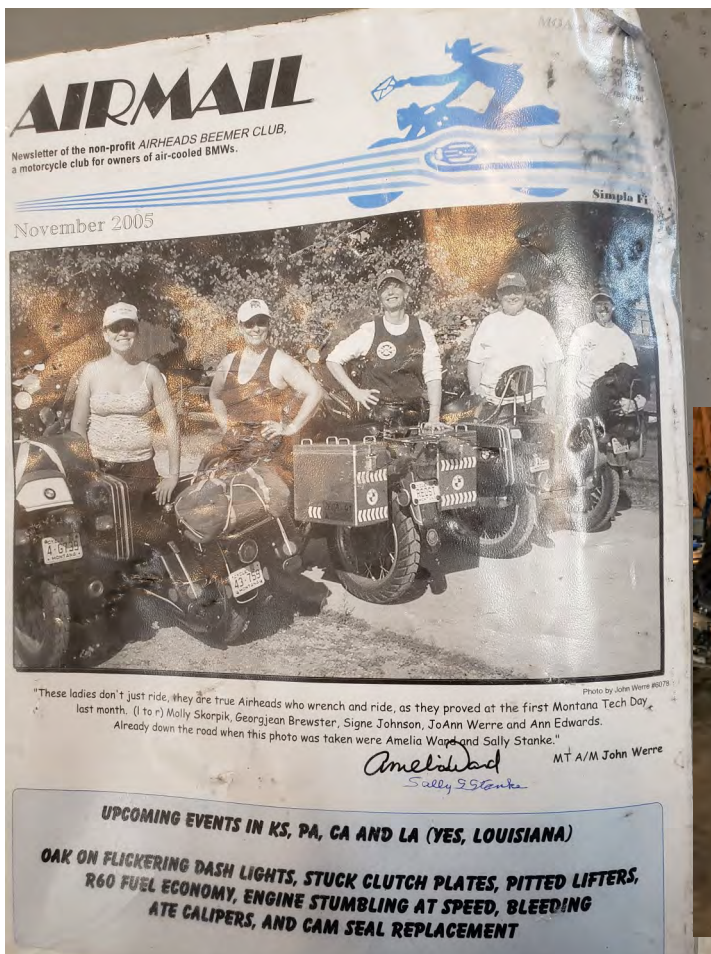
As her husband rode home with the prize, Georgjean decided then that was going to be her bike. She taught herself to ride, while her husband was at work, and at the appropriate time, announced her intentions. When challenged that she could not pick up a tipped over bike, she promptly demonstrated that ability. The bike was hers, and has remained in her possession since 1971.

Although the R50 has been her faithful companion since 1971, she has filled her garage with a series of BMWs. A 1972 R65, a 1994 R1100RS, and a 2006 R1200GS.

She has had such adventures as the only female in the 2003 Missouri River Road Run Rally, and as a member of the Airheads Beemer Club as shown below. Georgjean is second from the left.



Georgjean and her 1968 BMW R50/2 at the 2018 Huddy Tech Session



An the initial co-organizer of the Beartooth Rendezvous in 2002 with Robert Banis, she has participated in events represented in the quilt shown at left.

Happy trails Georgjeann and we hope to see you at this years Beartooth Rendezvous.

Dick French

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Monthly Meeting - Drummond



The monthly club meeting found 20 members and guests of which eight suited up for a wintery ride. In the photo at the left, Phil Haglund is explaining the rides he is organizing in the Little Belt Mountains west of White Sulphur Springs, Montana. More details of this event are described elsewhere in the Newsletter. At the far left is Gary Graham, Ken Conrad (back to the camera) Carol Graham, Phil Yasenak, Greg Hintz, Don Deuel (back to the camera) Kevin Huddy, Annie Huddy, Liz Banister, Larry Banister, Sandy Knutsen, Dolorie Haglund and Phil Haglund.



Mark Ellzey (Helena) on his 1999 BMW R110RT



Ken Conrad made a leisurely run from Helena on his Ural



Norm Jarvis (foreground) and Chris Sommerhoff suited up for the run back to Missoula



Chris Froines and K. Bill Clark (Missoula)



John Wing (without helmet) and Mick Baughman (both in the center photo). John and Mick are planning to leave in early June for a 30 ride up the ALCAN Highway to Alaska and Northern Canada.



Mick Baughman (Florence) was one of several riders with electrically heated riding gear.



Greg Hintz on his Goldwing with the matching aerodynamic trailer stopped by on his way from Billings after conducting an advance riding course. (Photo on the left). He is a certified instructor for the Goldwing Riders association for both two wheel and trike classifications.

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Three-Wheelers Corner

Commentary by Ken Conrad and Dave McCormack



Ken Conrad

You may remember Dave McCormack's commentary in the April issue the MONTANA BMW RIDERS Newsletter pondering the attributes, both physical and emotional, of riding on more the two wheels. Ken Conrad promoted the characteristics of sidecars in a commentary in the May issue. This prompted the exchange in the section below.

Dick French - Editor



Dave McCormack

On Sun, May 5, 2019 at 7:25 AM Dave <dhmcc@aol.com> wrote:

Enjoyed your write ups on the joy of "Uraling". Had a thought though...if you could only have one bike, would it be the side car rig? I like the idea of the Ural but I'd want a bike that would tour too and on freeways. Is the newest model capable of that? Otherwise I think if you could only have one bike it would be something else.

DHM

Hi Dave,

The Ural is not a high speed travelling machine. It is a relatively low tech, pretty-much unrefined basic machine that requires a lot of rider involvement/adaptation, and a rethink of what motorcycle travel is about. Which is part of its charm in today's motorcycling world of electronic gizmos, "rider aids", "infotainment" (gag) systems, etc., "Advancements" and "improvements" that in my Official ROF (Retired Olde Farte) opinion take away much of the basic fundamental simple joy of motorcycling.

Of course, being an Official ROF I grew up, sort of, quite a few years ago riding small displacement unsophisticated motorcycles with simply two wheels, an engine between them, and brakes(?). I've done more than my share of high speed long distance travel on modern motorcycles with more capabilities than I could ever use, and have ridden quite a few fabulous race tracks where you can really stretch your legs and do things you should never do on public roads. But, today's amazingly competent and sophisticated vehicles have lost the magic that basic fundamental mechanical devices used to offer. Take a look at today's cars; unbelievably competent and sophisticated. But, boring. Noticed the rebirth of interest in "retro" vehicles? Today's motorcycles have gotten too good, too sterile, my opinion.

When I first started riding the Ural I had to re-calibrate my senses (and expectations) to lower speeds, and much less power. I initially was pretty frustrated at the changes I needed to make and tried to ride the Ural faster, and ask it to do things outside of what the whole concept allowed, than what it is all about. Which frustrated me even further. But....then I decided to slow down and enjoy it for what is. What's that line from some old movie or something? 'Resistance is futile'? In the first year I owned the Ural I put only 1200 miles on the motorcycles in my fleet. Part of that could have been the uniqueness and newness of a new ride. But, I still find I take the Ural out much more often than my motorcycles.

Is it slow? Yes. Would I choose to ride it in Seattle rush hour traffic? No. But, I tend to avoid the freeways and Interstates anyway unless I'm in a four wheeled vehicle (that "boring" thing again). Would I ride it long distance? Sure, but I'd ride the back roads, as I would anyway, and plan a lot of extra time to get there. The second year I had the Ural I rode it to a FSSNOC (Four Stroke Singles National Owners Club) Thumper Cafe in southwest Missouri, then, on the way home, to a sidecar rally in the Flint Hills of Kansas. 3300 mile round trip. A 300 mile day on the Ural is a long day. But by then I'd re-calibrated my pace and had one of the best rides I've ever had. On stretches of Interstate that I couldn't

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Three Wheeler Corner (continued)

avoid I never had issues with faster traffic, nor did I ever feel threatened by faster traffic. Same on the two lane back roads. As an aside, when I did that 3300 mile round trip the engine was not yet broken in, but still only used 11 oz of oil. Oil consumption now, at about 19000 miles, has virtually stopped.

I cruise at 50-55. It will go faster, some say it will reach 70, and Ural says it's just fine to cruise at 70. Back when I flew airplanes for a living, and before I started flying turbine powered stuff, we operated the piston engines at no more than 75% continuous power at cruise; less oil consumption, longer engine life, better fuel economy, lower oil and cylinder head temps. 75% power on the Ural is around 50-55 mph so that's where I run it. Sure, speed differential between me and other rear-closing traffic can be 20-25 mph, but as I said, I've never had any issues nor even felt threatened. If I was to up the speed to 60-65, as a lot of Ural guys ride, that only drops the speed differential by 10, not a huge deal, my opinion. It's still slow, especially compared to modern high-tech motorcycles, or more high tech sidecar rigs. But like I said, it is (and requires) a whole different pace and attitude. You simply adapt, slow down, and enjoy the ride. I've discovered I enjoy the trip a lot more at slower speeds too.

So, high speed travel aside, where the Ural really shines is on the back roads and the two track and single lane forest service roads. Yesterday, Brenda and I attempted a roughly 40 mile loop up east of Canyon Ferry Lake, via Avalanche Gulch, to either Hellgate Gulch or Magpie Gulch, and back down to the lake. We got up Avalanche Gulch about 10-15 miles before being stopped by deep snow drifts on the shady north facing sides of Hellgate Gulch road. Was lots of mud holes, water crossings, pot holes, winter damage, etc. Was a hoot, as always. Sure wouldn't have attempted it, or enjoyed it, on one of those modern, "off road" ADV bikes, all the electronics and rider aids notwithstanding. They'll take you places you should not be on that type/size/weight bike. Ask me how I know... I'll bet you can relate....grin. But on the Ural, simple, effortless, and fun.

So could a Ural be your only ride? Sure could, you'd just need to adapt to its charming and amusing quirks and "character". And plan lots more time to get there. That old cliché, it's not about the destination.... Will I sell my motorcycles and ride only the Ural? No. Not until I literally can't hold them up anymore. If I want to ride to, say, Carson City, NV or Hutchinson, KS to see some friends, and don't want to spend more time than I have available for the trip to get there I'd take one of my faster, more long distance oriented motorcycles. But... big but, I wouldn't have as much pure fun on the motorcycle. Could I go faster, corner harder, ride longer distances, even pass slower vehicles(!) on the motorcycle? Yup, but I wouldn't get there with that stupid Ural grin on my face. Apples and oranges. Sometimes you want one, sometimes the other. And, when I eventually get too decrepit to manage two wheels I can definitely see a Spyder, or faster, more powerful sidecar rig in my future for long distance travel.

I'd say you have a very competent travelling machine in the Spyder. But, would you take the Spyder to the places you can easily take the Ural? Probably not. My nickels worth (inflation, eh?) advice..... Keep the Spyder for fast pavement, get a Ural for the pure fun and versatility, add something light and simple like an XT225/250 for playing on the trails when you want to, and maybe an F800 (650 version, or is it F700...good grief, BMW!) for fast motorcycle travel. Brenda and I two-upped a factory lowered F800 (700?), actually 650(?) last summer in Norway. Fantastic motorcycle. Plenty of power and speed, light, maneuverable. Like the GS, not an "off road" motorcycle. Unless you are Jimmy Lewis. But it could be an only bike, unless you want to play on the trails, then something like the XT225/250 is about perfect.

There you have it. My short (Ho Ho!) answer to your question.

Oh, and you no doubt are aware by now of the FSSNOC Thumper Cafe at Wisdom July 17th. It's officially a members only event, doesn't mean you can't join, right there on the spot, even without a Four Stroke Single. Really great bunch of folks. Google FSSNOC. If you're around stop by and visit. Bet you'd be amazed at the array of light small displacement singles that people ride many miles from literally all corners of the country to attend these fun events. Light is good, simple is good. Also, the United Sidecar Association is having its annual National Rally in Coeur d'Alene July 25th - 28th. Brenda and I will be there July 24th, heading back to Helena July 29th. Good opportunity to visit with a bunch of folks with lots of sidecar experience. Ken

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road

Jim Krausch (Missoula is on a conducted motorcycle tour of the Balkans starting in Zagreb, Croatia. He reported the weather has been cold with frequent rain showers. His ride has taken him to Sarajevo, Bosnia and Kolasin, Montenegro. On 23 May he posted the photo at the right after arriving in Bajram Curri , Albania. He said it was a great ride over several passes, into Kosovo, before arriving in Albania. It appears he choose a Ducati Multistrada for this ride.



Lance Lerum, Kevin Wolfe and Mike Kreikemeier (below) and **Chuck Reaves** (standing at right) at a few of their rest stops on an 1,800 mile loop through Idaho, Oregon and a touch of Nevada.



New Rides



Don Deuel (Arlee) took delivery of a 2019 Honda Gold Wing this month, leaving his old Gold Wing behind with 150,000 miles. By the time he reached Drummond for the monthly meeting, he had accumulated 2,500 miles on the new model and completed the Gold

Wing Association advanced riding course to renew his certification level.



MONTANA BMW RIDERS NEWSLETTER

SAFETY CORNER



In this month's issue of the Two Wheel Advocate, a publication of the Idaho Coalition for Motorcycle Safety, there is an article by Lane Triplett reporting on motorcycle deaths in Idaho last riding season (37 total). Lane seems to have taken on the role studying and reporting on motorcycle accidents and deaths in the state of Idaho. Much of his research confirms what we already know...riding can be dangerous, drinking and drugging and riding is really stupid, and riding without the proper gear is also pretty stupid. He does mention a couple of statistics that may be relevant to our group however. Of the total single vehicle crashes (71), 50 of them were caused by running off the road in a corner which was combined with 67 accidents where the rider was at error!! So while there is ample evidence to support vehicle drivers being a primary factor in motorcycle/vehicle accidents, it is even more apparent that many motorcycle accidents are the fault of the rider (overall 77% of all accidents are the fault of the rider!) Secondly, of those riders involved in fatal accidents (a total of 137 over the last nine years in Idaho) 68% were over the age of 40 and 20% were over the age of 60! From surveying the crowd at Huddy's and also at our lunch meeting in Drummond, I'd say we are pretty well represented in both the over 40 and over 60 crowd. So....the take away for us.....ride within your ability and pay attention in the corners. (And oh by the way....we're not as young as we used to be (or think we are)!)

Larry Banister

Safety Contributor

MILEAGE CONTEST

Those of us who attended the BMW get-together at the Huddy Outpost in May were rewarded by wonderful hospitality, warm fellowship, some motorcycle maintenance in a warm, well appointed shop and the comradery of fellow riders who appear to have spent way too much time trapped in the house over the winter. In spite of the fairly inclement weather (can you read snow?) there were a number of intrepid riders who came on their bikes. The monthly May meeting in Drummond on Sunday was well attended by a large number of folks who braved the cool weather to get to Drummond. Which brings us to the subject of this years mileage contest. The official entrants for this year include: Gary Armstrong, Larry Banister, John DiBari, Bill Erhardt, Dick French, Chris Froines, Gary and Carol Graham, Annie Huddy, Chris Keyes, Mark Johnson, Kim Lemke, Dave McCormack, Leigh McDaniel (Livingston), Mike Meredith, Thomas Moe, Chuck Reaves, Ken Senn, John Webster and Mike Wright.

This year we've added a third incentive to the list of winners:

- ◆ 1st place of course goes to the one who turns in the most accumulated miles for this year's riding season (April-October);
- ◆ a "draw a name from the hat" from the official entrants for a second cash certificate (minus the overall winner's name), and;
- ◆ for the first time a cash award for the "average mileage" contestant.

The Average Mileage award will be calculated by adding the total mileage of each participant (including one total for entrants for multiple bikes), then dividing the totals by the total number of participants. The person who has accumulated the mileage which is closest to the calculated "average" will also receive a cash award at the annual Christmas party. So...there are more opportunities than ever to take home some cash to reimburse your gas and eats fund!

Thanks to all who signed up...I look forward to seeing you on the road this summer....Ride safe.

Larry Banister

MONTANA BMW RIDERS NEWSLETTER

May First Saturday Breakfast, Press Box Sports Bar - Missoula, Montana



Sixteen members and guests gathered at the Press Box Sports Bar in Missoula for the First Saturday Breakfast on sunny but brisk day. Nine riders braved the cold to make the run.

Starting at the far left in the photo on the left, Don Deuel (Arlee), Carol Graham (Missoula), Dave McCormack (Victor), Sandy Knutsen—partially hidden (Missoula), Jim Krausch (Missoula), Chuck Reaves (Missoula) Lynden and Karen

Clark (Florence), Bob Carpenter, (Unknown), Kim Lemke, Mike Mosley (Missoula), Ken Senn, Gary Graham (Missoula) and Greg Hintz (Missoula).



Ken Senn, Mike Mosley and Kim Lemke.



Mike Mosley on his Harley Davison Sportster.



Christopher Sommerhoff and his unique yellow BMW R1150GS.



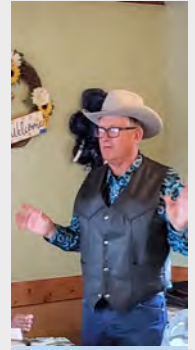
Mark and Stephanie Johnson dropped in on their way trailering a bike to Big Sky Motorsports.



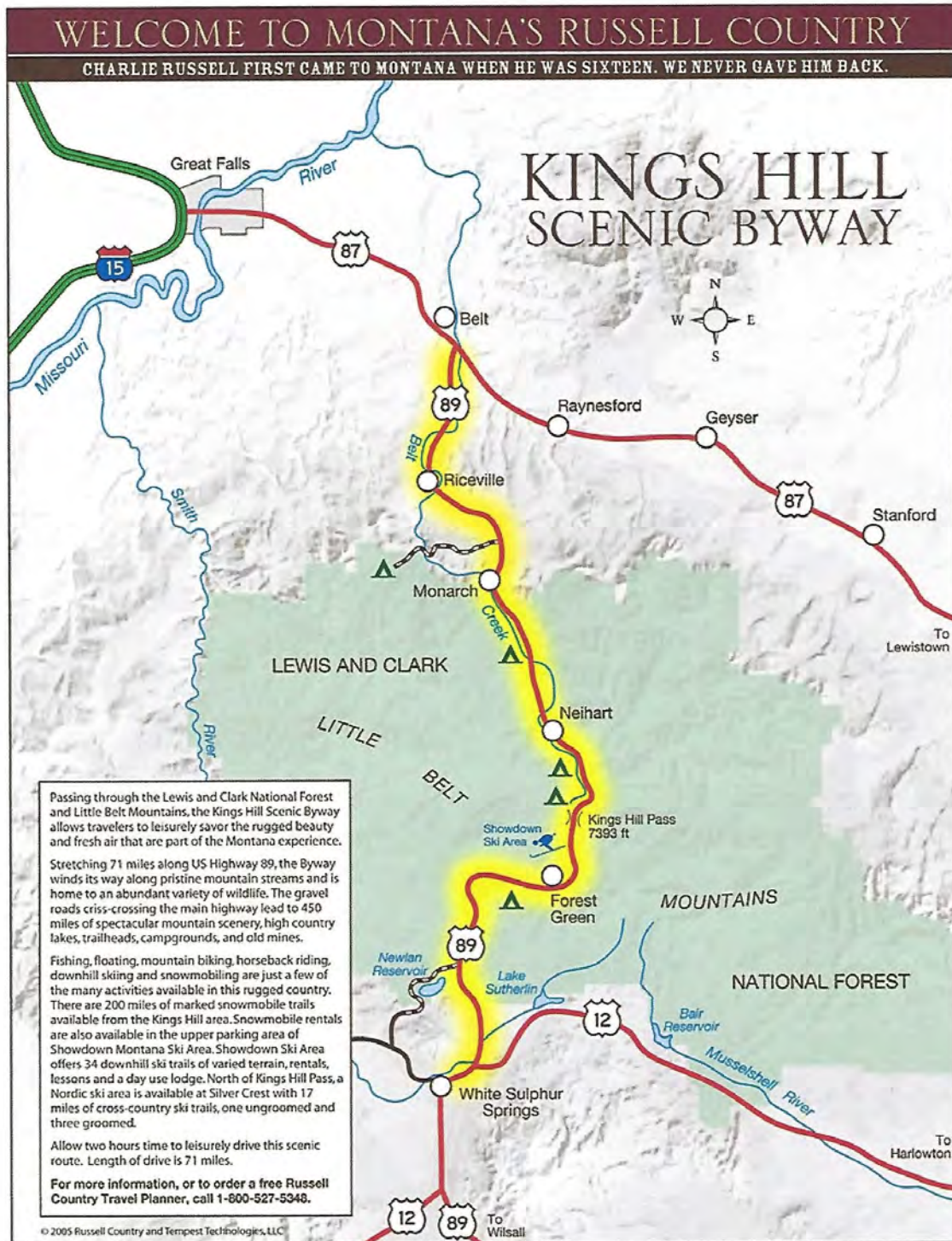
Chris Froines' Africa Twin, Mike Mosley's Sportster and Christopher Sommerhoff's R1150GS

MONTANA BMW RIDERS NEWSLETTER

DUEL SPORT RUN IN THE LITTLE BELTS Phil Haglund (Belt, Montana) described his planning for a series of back country rides in the Little Belt Mountains in the May issue of the MONTANA BMW RIDERS NEWSLETTER. This event is shown on the **“Additional Rides Events - 2019”** for July 19th & 20th. He provided a few maps at the club meeting in Drummond on May 19th annotated showing the possible routes, qualifying that some of the roads were not open, and did not expect the snow to disappear before July 1st consequently he had not checked them out. Refer to Phil’s article in the May issue. Phil can be contacted at 406-939-0600.



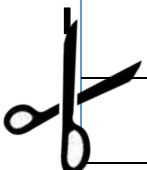
Phil Haglund



MONTANA BMW RIDERS NEWSLETTER

2019 Ride Schedule (Revised 5/1/19)

Month	Date	City	Place	Sat/Sun	Time
✓Jan	19	Lakeside	Tamarack Brewery	Sat	1:00 PM
✓Feb	16	Fairmont	Fairmont Hot Springs	Sat	1:00 PM
✓Mar	16	Seeley Lake	Double Arrow Lodge	Sat	1:00 PM
✓Apr	26	Lincoln	Lambkins	Sun	1:00 PM
✓May	18-19	Helena	Huddy Outpost	Sat/Sun	All-Day
✓May	19	Drummond	Wagon Wheel	Sun	1:00 PM
Jun	22	Big Fork	Echo Lake Cafe	Sat	1:00 PM
Jun	27	Gold Creek	Dinner Bell	Thu	6:00 PM
July	19-20	Monarch Area	TBD	Fri/Sat/ Sun	TBD
July	21	Monarch	TBD	Sun	1:00 PM
Aug	24	Big Hole	Off Road Ride	Sat	TBD
Aug	25	Wisdom	The Crossings	Sun	1:00 PM
Sep	14	Ennis	Sportsman's Lodge	Sat	1:00 PM
Oct	20	Ovando	Trixi's Antler Saloon	Sun	1:00 PM
Nov	17	Avon	Avon Cafe	Sun	1:00 PM
Dec	7	Missoula	Big Sky Motorsports	Sat	5:30-8:30 PM



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BMW Riders of Oregon 2019 Chief Joseph Rally

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ADDITIONAL RIDE EVENTS—2019

June 11-15 — Sasquatch Dual Sport and GPS Adventure Tour Cascade Mountains of Oregon

June 27-30 — Chief Joseph Rally—John Day, Oregon

June 13-15 — BMW MOA Rally—Lebanon, Tennessee

June 27-30 — Touratech Rally West—Plain, Washington

July 18-21 — Top of the Rockies Rally—Paonia, Colorado

July 19-20 — Montana BMW Riders GS Weekend Ride

July 18-21 — Cascade County Rendezvous — Republic, Washington

July 22-26 — Sasquatch Dual Sport Ride
(http://www.soundrider.com/dsport/rides/sasquatch_dualsport.aspx)

July 25-27 — Gold Wing Riders Association Rally—Dillion, Montana

July 31—August 13 — Sturgis

August 8-11 — Stanley Stomp—Grandjean, Idaho

August 15-18 — Beartooth Rendezvous — Red Lodge, Montana

August 15-18 — BC Beemers Rally — Nakusp, British Columbia

August 21-25 — Rally in the Gorge — Hood River, Oregon

August 27-31 — National Gold Wing Wing-Ding Rally — Nashville, Tennessee

September 5-8 — BMW-RA Rally — Woodstock, Virginia

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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 \$20 per year for snail mailed newsletter).

Monthly Meetings: Third Sunday of each month, 1 PM, unless specified otherwise. Location announced in Newsletter and on Web Page.

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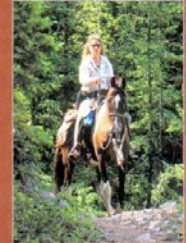
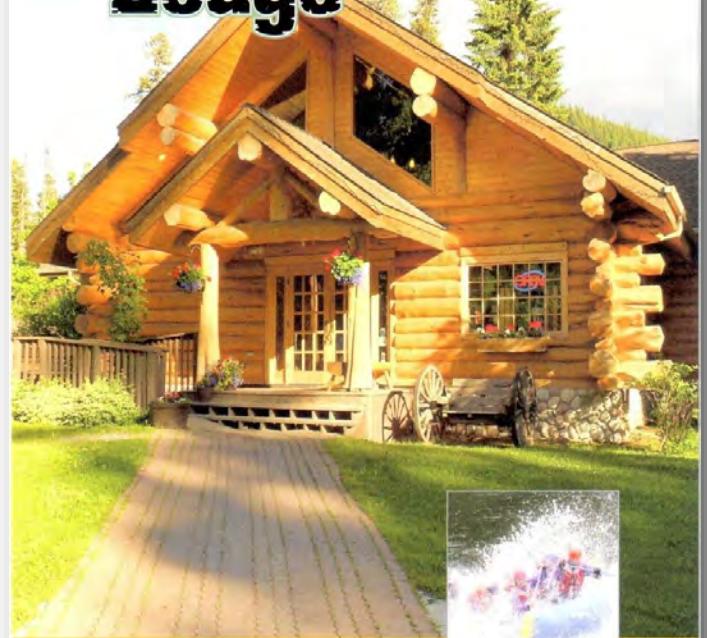
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Emailed text is preferred. Photos as attachments. Signed articles do not necessarily reflect the consensus of the clubs or its officers.

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