

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS :

BMWMOA #155

AMA #6830

Next Meeting

The regularly scheduled meeting on April 19th in Townsend has been canceled. Refer to the President's Corner message.

-HOME OF THE NEXT BEST RIDE-

President's Corner



It's an honor and a pleasure to address you as the club's President. Thanks to those of you who voted for the new slate of officers and know that we'll strive to validate your confidence in us. Our first task is to recognize the many years of leadership and effort that **Chuck Reaves** contributed to this club. In a club founded on the principles of fun and freedom, his dedication to the behind-the-scenes work that makes it function effectively is something to be celebrated. Chuck's decade of service and commitment deserves a lot of thanks from each of us.

Speaking of commitment, I really appreciate the two new officers that join me at the helm – **Mark Johnson** and **Dave McCormack**, two guys that really care about this club and its members. Our kickoff executive meeting last week at Big Sky Motorsports was productive and inspiring. Together we're going to do our best to maintain the club's best traditions, while growing the club in ways that will carry it forward and keep it fresh. We look forward to engaging and working with this club's wonderful and generous 'staff' (e.g. Newsletter Editor Dick French and Webmaster Mike Wright) that skillfully administer critical club functions, and the many volunteers who donate time and energy to bring us so many fun activities and events.

Not much of a 'honeymoon period' for we three officers though. Like all aspects of our personal and professional lives, the COVID-19 crisis threatens to throw our club's pre-set plans into disarray. As I write this column, Governor Bullock's stay-at-home directive for Montana has just gone into effect. I was very concerned when I heard about this measure; few Montana motorcyclists emerging from winter hibernation can resist the Sirens' song of dry roads and mild temperatures. I envisioned our club's (generally) upstanding and law-abiding citizens swiftly transforming into a swarm of lawless, feral renegade-bikers.

Good news though: the stay-at-home directive allows that, "Montanans may leave their homes for essential activities." And listed among those essential activities is Outdoor Activity – a broad umbrella that certainly must include our favorite hobby. This fine print detail came to my attention while listening to the Montana Outdoor Radio Show, whose constituency of hunters and anglers are relieved to know that their favorite fishing holes haven't yet been roped off. In contrast, Washington's governor recently issued a ban on recreational fishing across the entire state. What member of society (besides the motorcyclist) could be more naturally socially distanced than the fisherman? The virus is a real threat demanding changes in our lifestyles, but shouldn't a measure of common sense prevail? Perhaps the lesson for us is: everything that's happening is unprecedented, so ride while you can.

MONTANA BMW RIDERS NEWSLETTER

President's Corner - (continued)

Speaking of common sense, we are trying to apply some ourselves as we reassess the club's activity calendar. Restaurant/bar closures across the state (through April 10th) are making some of this exercise straightforward. Breakfast meetings are organized locally and informally arranged, but **we strongly recommend that breakfast meetings be discontinued for the time being**, until it is safe to resume them. Our next scheduled lunch meeting – **April 19th at the Mint in Townsend – has been cancelled**. The May 16 meeting in Philipsburg is likely to be canceled as well, but we will make that decision at a later date. We will take each month one at a time and cancel our lunch meetings as needed three or four weeks in advance. In the meantime, we are communicating with the restaurants that host us (those that haven't already shuttered their doors, that is). For each lunch meeting that we must cancel, **we intend to fill the void by arranging nearby picnic substitutes** – places like our wonderful state, county, and city parks where we can safely gather and lunch together (at 6-foot spacing) in the fresh outdoor air – with our gloves and helmets on, if need be! Stay tuned for more announcements, stay safe, and stay in the saddle as much as you can.

TWO HELPFUL CLUB SERVICES – ONE OLD, AND ONE NEW

Did you miss your opportunity last year to take advantage of the club's **Rider Proficiency scholarship program**? We will be repeating this program in 2020, so take stock of your riding skills, and make 2020 the year to turn your deficiencies into proficiencies. The program will be coordinated again by Kevin Huddy, and the terms the same as last year's, so start investigating rider training programs (MSF, sidecar, off-road, track, etc.) that work for you. Scholarship program details are forthcoming in the May newsletter. (*Refer to Larry Banister's SAFETY Column in this NEWSLETTER*).

And announcing a **new program** available to our club members that ride BMW's and participate in the BMWMOA mileage contest. Do you like to participate, but have difficulty gathering the verifying signatures that the MOA form requires? Let us simplify that for you as follows:

1. Take a time-stamped photo of your odometer, and email it to: crkeyes@icloud.com
2. Complete the MOA mileage contest form (included with the March issue of the BMW Owners' News magazine) and mail it to:

Montana BMW Riders; 714 Continental Way; Missoula, MT 59803

I will sign your form and mail all forms to the MOA before the May 1st deadline.

(Note that this new service is just for the BMWMOA contest and is not necessary for participating in our own Montana BMW Riders mileage contest. Refer to Larry Banister's Mileage Contest column further on in the NEWSLETTER).

UPDATE: BMW MOA National Rally

Although it recognizes the seriousness of the COVID-19 outbreak, the BMW Motorcycle Owners of America (BMW MOA) remains optimistic that conditions will be improved in time for its National Rally in late June. In a recent memo to its members, Executive Director Ted Moyer announced that the BMW MOA is still moving ahead with plans for the rally in Great Falls (June 25-28), with extra precautions taken in order to present the rally under safe conditions. Recognizing that the BMW MOA's highest responsibility is to maintain the health and safety of its friends and family, cancellation or postponement of the rally has not been ruled out. As conditions on the ground change, a final decision about the rally's status is expected by May 15th. In the meantime, anyone who has already registered for the rally and feels uneasy or unable to attend under the circumstances is eligible to receive a full refund of registration fees; requests must be submitted before May 25th by contacting BMW MOA staff at (864) 438-0962 or member-ship@bmwmoa.org.

Chris Keyes

MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasures Column - Dave McCormack



First, I want to thank all three of you who voted for me to be the new Secretary Treasurer. It's like Deja vu all over again. Way back before doing the newsletter as Editor, I held the post for a while before passing it to Annie Huddy, who then passed it to Chris Keyes, who is now your new President. In a club of 100 or so members, taking on a volunteer position seems daunting but when you have folks like Chris and Mark Johnson willing to step up in leadership positions, you just want to be part of the future. I hope to fill the shoes that Chris has left behind and will try diligently to measure up to his standards. And, it looks like with the "shelter in place" order, the smooth transfer of responsibilities might take a little longer.

Volunteering, even a little bit, makes a club that much more vibrant. The three of us met not too many days ago and although wary of the virus pandemic, we tried to lay out a plan for the coming year and beyond. In that discussion, it was clear there are key roles that make this club go...Newsletter Editor and Web Master are two of the most important positions that present the club to members, potential members, and the world. The Huddy's have been key players in a number of ways as have the Grahams, the Banisters and the Lemkes. Tom Moe out in Billings has done a great job of representing the BMWMOA outfit and bringing in new members way out east. So, the message is, if you have some time and some interest in helping out, call or email one of us. We'll find something that fits your interests and availability.

Mike Wright has been our Web Master for ump-tee-ump years and with his new job, is finding it difficult to continue at the level he'd like. Anyone with an interest fiddling with our web page and maybe has some computer skills should give Mike a call and see where you might assist. He spent 2 hours with me a few years back and I found his teaching method great and can now, if needed, kind of back him up.

Lastly, not enough can be said about our past president, Chuck Reaves. He has been the 'Prez' for what seems like years and years. As we go through the process of taking over, it is apparent that he covered all the bases and then some year after year without complaint. He called the venues to be sure the restaurant knew we were coming, he chased chicken at Rosauers for club events and brought donuts to tech sessions and was visible everywhere the club was meeting. He was at the helm in the tough times when our non-profit status was up in the air; when east and west sectors of the club were separated; and at the helm when our membership dipped below are financial needs. Through-out all that he was steady, resourceful and "there" when he was needed. Well done, Chuck. You've left some big shoes to fill. And, Thanks.

Dave McCormack



MONTANA BMW RIDERS NEWSLETTER

Tom Moe 33028 – BMW MOA Regional Coordinator



In this trying time most things are up in the air. In an effort to keep MONTANA BMW RIDERS informed as best as possible I offer the following from Ray Tubbs as posted on the BMWMOA Facebook page:

“The COVID-19 pandemic has created a life-threatening health crisis throughout our planet. Along with those serious issues it has created a climate of fear, uncertainty and chaos in most of our day-to-day lives. The BMW MOA understands that there will be questions from people looking for some certainty in an uncertain time. We currently plan to hold the National Rally in Great Falls, Montana June 25th-27th, 2020 as scheduled. Our hopes are that this current health crisis has predominately subsided prior to those dates. In the event of a scheduled weekend Getaway or a

training event we are having daily conversations with multiple parties on how to best manage those events. One example today was the rescheduling of the Fontana Getaway to August 28th-30th, 2020. Information on the crisis has been coming at all of us rapidly but we assure you that we are working as hard as we can to stay on top of each of our events throughout the country. Any event that is rescheduled, cancelled or altered in any way will be posted on the MOA website, social media as well as an email campaign to each registered attendee. As always, you can call us at 864-438-0962 during regular business hours, Eastern Time, or email me directly at ray@bmwmoa.org for assistance.”

And from the Latest News on the BMWMOA web page:

TWO GETAWAYS RESCHEDULED DUE TO COVID-19 OUTBREAK

Thursday, March 19, 2020

Posted by: MOA Staff

On Friday, 20 March 2020, BMW Motorcycle Owners of America Executive Director Ted Moyer announced the rescheduling of two Getaway weekends from their original dates in April and May to new dates in August.

“It was North Carolina banning events of 100 or more that triggered the move,” Moyer said. “The Fontana Dam Getaway always sells out and that means over 100 people. The new date for the Fontana Getaway, originally scheduled for 24-25 April, is 28-29 August 2020.”

“Similarly, the Getaway at the Inn of the Ozarks in Eureka Springs, Arkansas, is being rescheduled from 8-9 May to 7-9 August 2020.”

“While this probably does not impact any MONTANA BMW RIDERS the Coeur d’Alene Getaway is currently scheduled for 8-10 May certainly may be delayed as well. When queried about the Idaho Getaway Ray Tubbs replied: “We hope to have an update on the Coeur d’Alene Getaway soon.”

From the Coeur d’Alene website:

On Monday March 23 the City of Coeur d’Alene ordered the closure of restaurants and bars to dine in service in Coeur d’Alene and Post Falls beginning at 12 a.m., Monday, March 23rd for 14 days unless extended, terminated or modified. This order would expire unless extended before the Getaway. Personally, while I intended to attend this Getaway I have not registered yet as just a little uncertain on our return date to Montana due in large part to the outbreak.

If I were a betting man, I would bet Coeur d’Alene gets either postponed or cancelled for 2020.

MONTANA BMW RIDERS NEWSLETTER

Tom Moe 33028 – BMW MOA Regional Coordinator (continued)

RALLY VOLUNTEERING:

There is a signup page on the **BMWMOA.org** site to sign up to assist with the national rally. There are many positions needing assistants and all help will be appreciated. Please sign up to help with final rally cleanup if you possibly can. I have agreed to serve as the post-rally cleanup chairperson. As such I am hoping to enlist the aid of local MONTANA BMW RIDERS and those willing to stay on just a little longer on Sunday. If we have a good crew of approximately 12 people we should be able to finish and leave by early afternoon. If you can assist and commit please let me know either by phone/text 406-599-5226 or tom.moe@sbcglobal.net.

Ride safe, keep the rubber side down.

Tom Moe

BMW MOA Ambassadors - Annie and Kevin Huddy



Hello from the virus free Outpost! We write this month to let everyone know that our annual Tech-Day, schedule **for May, is postponed**. It is unlikely that the current coronavirus threat will be resolved by the scheduled date in May, so we will look for a date later in the Summer or early Fall when we can reschedule, so stay tuned.

At this point the BMWMOA Rally scheduled for late June is still a go. President Chris Keyes, in his column, addresses the timeline the BMWMOA plans to use in determining the future of this year's rally, but for the time being planning and preparation continues. We are co-chairs of the chartered club camping committee. Our role is to work with the chartered clubs that wish to have a designated space for their members to camp. To date we have 23 clubs that requested space and we hope there is interest among the MT BMW Riders to camp together as well. All we need is for those who wish to camp at the rally to email us and let us know. (huddykl@gmail.com) There is no additional cost beyond the standard rally registration fee to reserve a designated space for the club. If you plan to camp, then please let us know as soon as possible, but we must know your intentions no later than May 15th. Keep your recently washed fingers crossed that the rally takes place as scheduled.

Volunteering at the rally is a good way to meet other people and for first time rally goers it is a good way to get your feet wet. Volunteers can get into the rally site early on Wednesday, or in some cases on Tuesday. To volunteer visit: <https://www.signupgenius.com/go/10c044baaa82ea2fe3-2020>. Select the area in which you wish to work and sign-up. You will see that chartered club camping is one of the committees needing help and we would love to have your assistance.

Our summer travel plans are on hold, as are those of everyone else. We have plans to ride in Canada a great deal and given that our trips are planned for July and August we are still hopeful we will be able to ride as planned. Keep planning to ride and sooner or later your wish will come true.

Everyone please take the necessary precautions to stay healthy and hope to see you all at our next club meeting in the not too distant future.

Kevin and Annie Huddy

MONTANA BMW RIDERS NEWSLETTER

BMW MOA Ambassadors - Annie and Kevin Huddy (continued)

Annie Huddy reported the following recalls have been issued by the NHTSA that may effect motorcycles that you own. You can check your specific motorcycle by its VIN at (<https://www.nhtsa.gov/recalls#vin>):

NHTSA Recall ID Number : [20V165](#)

Manufacturer : BMW of North America, LLC

Subject : Final Drive Pivot Pin may Come Loose

Make	Model	Model Years
BMW	R 1250 GS	2020
BMW	R 1250 RT	2020



NHTSA Recall ID Number : [20V166](#)

Manufacturer : BMW of North America, LLC

Subject : Brake Fluid Cap Missing Information/FMVSS 122

Make	Model	Model Years
BMW	R 1250 GS	2019-2020
BMW	R 1250 GS ADVENTURE	2019-2020
BMW	R 1250 R	2020
BMW	R 1250 RS	2020
BMW	R 1250 RT	2019-2020
BMW	R NINE T	2018-2020
BMW	R NINE T PURE	2019-2020
BMW	R NINE T RACER	2018
BMW	R NINE T SCRAMBLER	2018-2020



When life is good, we tend to forget that it is not guaranteed. The internet is overflowing with advise, encouragement, opinions and whatever comes to mind relative to the personal impact of the Corona-virus. The box on the right is one of those pieces of advise. It has gone viral, many of you may have seen it, but I thought is summarizes the mind set we, as riders need.

Lance Lerum's article in this issue lets us remember those times when the moment was the only thing we needed. When the moment ends, we go forward to do those things that life requires of us, duty, country and family. The last bullet item in the box on the right, as simple as it is has gotten us from those 'moments' whether it is a carefree teenager riding an ill prepared motorcycle over packed snow drifts, or those other things that are both vivid and exaggerated in our memories, to enjoying the simplicity of a ride on a sunny day seeing the world as we have not seen it before.

BE ADVISED:

- Avoid crowded spaces= Ride Motorcycles
 - Do not use public transportation =Ride Motorcycles
 - Well ventilated spaces are virus free = Ride Motorcycles
 - Protect your nose and mouth = Ride Motorcycles
 - Recommended use of Gloves = Ride Motorcycles
 - Try not to touch contaminated surfaces = Don't let anyone touch your Motorcycle
 - Avoid shaking hands = Do not remove your gloves when getting off the Motorcycle
 - Keep a Safe distance from people who sneeze or cough = Ride Motorcycles
 - Maintain a positive and prudent attitude = Only way to ride a Motorcycle
- *Feel Free to Share this Important Information

Dick French Editor

MONTANA BMW RIDERS NEWSLETTER

MOTORCYCLE SAFETY

Well ladies and gentlemen, it seems we've arrived at the door to the "new normal". At this point in time, I'm not sure what that is ultimately going to look like, but it has affected the Montana Motorcycle Safety Education program. According to our own **Kim Lemke**, all MMSEP classes for the 2020 season have been put on hold. This means that we will have to employ our own safety training until things change.

As all of us have experienced, riding is a process of continually honing our skills and making a conscious effort at thinking about what we're doing. I know as I mount up for the first several times, I find the skills that I have deteriorated substantially over the winter from lack of use. That first start is a bit less smooth than I remembered, my clutch skills needs work, the first stop is pretty jerky....how did that happen???? And that first set of corners.....ugly! These physical skills are an exterior illustration of what has happened to my mental skills...both have deteriorated.

When we start our season in this manner, we have exponentially increased our risk environment and we have traditionally relied on refresher training from MMSEP and their talented core of instructors. Well this season, we are going to have to start the riding season without that professional update. So apply a bit of humble....recognize that you're not the same knee—dragging moto GP guy or gal that you were last year (or at least thought you were). Find an abandoned parking lot somewhere (that should be easier to do now!!) and practice those starts, stops, clutch work, head turns, keeping your head and eyes up, looking where you want to go, and emergency braking techniques. This will prepare you for the in-town environment and get you started working toward the on the road experience.

Ride safe,



Larry Banister

Montana BMW Riders Safety Mom



MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Don Deuel and Greg Hintz (Gold Wing duo)



Last month we showed **Don Deuel** (Arlee) and **Greg Hintz** (Missoula) loading their Gold Wings in an enclosed trailer and heading south on February 22nd. Via FACEBOOK, it seems they have made their way to Florida after a stay in the Phoenix area, and added another IRON BUTT certificate to their trophy racks.

Greg reported they returned to Missoula on March 21st after a straight-through drive from Las Vegas. He noted only a few holdups due to weather, but as they traveled west on the return trip, staying ahead of the state lock-downs and finding eating establishments became challenging. He and Don each accumulated 8,445 miles on their Gold Wings.



Don Deuel at the tip of Key West. He didn't mention how many times he has been there. Motorcycle guys and beach guys. I can see the difference! *Editor*



Amarillo by Morning, Amarillo I'll be There! Sad thing I lost my Saddle in Houston. America, don't worry about the shelves going empty! Trucks are on I-40, bumper to bumper, both ways. *Greg Hintz*

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Mike Hofferber and Jim Haar



Jim Haar and Mike Hofferber outside Mesa, Arizona on a March 1, 2020 ride. Jim and Mike covered over 1,000 mile in four days. One was the Leap Year Ride with the Arizona Rat Pack of Scottsdale. Refer to the track on the map shown below. Some of the adventure riders rode a 40 mile dirt road from Oracle (Point 'D') to Florence. Forty-nine bikes and one Ural.



Mike Hofferber

Jim, shown on the left with his new BMW F850GS and Mike's F800GS.



MONTANA BMW RIDERS NEWSLETTER

My Bike - Lance Lerum

I could see that some ants had set up house in the handlebars, and were moving in and out, busily doing ant things. Years of blowing sand had partly buried the bike, and at first glance it wasn't quite clear whether the bike was being swallowed, or rising up out of the earth. Old rank grass had grown up through the frame and wheels, and what was left of the seat cover was in tatters, the little remaining seat foam dried and crumbled. I could imagine that most of the cushion had long ago been packed off to remodel many years of mouse dens, scattered throughout the farm detritus.

I was visiting my brother, up on the farm east of Sweetgrass, that my grandparents had homesteaded. I was enjoying a nostalgic wander through the farm bone yard, just reminiscing amongst the DeSoto's, Dodge Bros. trucks, and bits of antique combines, tractors, and other farm cast offs, when I saw my first bike lying there amongst all the other relics. I have no idea how the bike made it back to the farm to die, as the last recollection I have of riding the bike was in Missoula, where I'd taken it along when I went off to University. I had been heading home, down Stephens Avenue one evening, when the Lights lit up behind me, indicating one of Missoula's finest would like to chat. Although the officer seemed sympathetic to a poor broke student's plight, and didn't give me a ticket, he did insist that I would have to park it.

My Dad had picked the bike up for me some years earlier, while on a parts run to Great Falls. "It's a Wards Riverside." "What? Montgomery Wards makes motorbikes?" I had been under the impression that Montgomery Wards only made school clothes, lawnmowers, lingerie, and cheap tires, that seemed to have a half life equal to a pan of Jell-O at a Lutheran church dinner. Later, I checked the big catalog and sure enough, way in the back was the Wards Motor Wheel section. '125cc. \$369. Delivered in a crate, some assembly required.' This bike wasn't in a crate and was all assembled, and I doubt Dad would have paid \$369 for a bike, but he was a pretty darn good horse trader and I bet he got a good price on a little used bike. Not a mark on it yet.

I do remember being bothered by the name. Who in hell names a bike 'Riverside'? I believed a bike should have a proper name, like Bullet, or Thruxton, or Super Meteor, or at least some combination of letters and numbers, so that once you cracked the code, it actually meant something. To me, Riverside sounded like an old folks' home, in a town that actually had a river run through it. I came to understand that Montgomery Wards didn't really make anything and just put their name on things others built. It was a bike though, and it looked not unlike a lot of bikes of the time, so I was thrilled.



MONTANA BMW RIDERS NEWSLETTER

My Bike - Lance Lerum (continued)

This was all long before Al Gore had probably even thought of the internet, let alone invent it, but I somehow found out that Wards imported these bikes from Italy, and that they were made by a company named Benelli. Was that a good thing? I wouldn't have known a Ducati from a Biscotti, neither being available in North Toole County in the mid sixties. That part of Montana was homesteaded mostly by European immigrants, and many grandparents spoke with some sort of accent, but I didn't know of any Italians in the mix. In Italy Benelli called the bike the 'Cobra'. OK, I was feeling a bit better. We did name all the horses and some of the cows, but at that time no guy named his ride. Some of the high school girls named their cars, and of course we thought that was cute, but I ended up just calling the bike: 'My Bike'.

The ad in the catalog said this bike was 'out of the gate like a thoroughbred' and 'responds like a polo pony.' Well, we had over 30 horses on the place, and everyone knew a quarter horse was quickest out of the gate, but if a polo pony was half what a good cutting horse was, then maybe this bike was pretty good. 6.5 horsepower at 5800 rpm meant nothing to me. I just knew, from my many years of experience, that even our one foundered old mare would pull this bike all over the prairie; and what good was knowing 5800 rpm with no tach to tell me where I was? I reasoned they wouldn't make it rev that high if you couldn't run it there; I ran it flat out all the time. The ad claimed 68 mph top speed. I occasionally saw the speedo needle bounce into the 60's; but only with my butt slid all the way back and my nose down on that screwed-down-tight steering damper. Even then, this crazy speed was possible only if heading east with a Chinook tail wind; coming back west was always much slower. It could be we couldn't quite do 68 because I hadn't gotten the tune set right, after screwing around with the mixture and timing in pursuit of those glorious backfires. Turns out it was a tough little bike.

My older brother, Mike, had a Suzuki 80 (Mike's Bike) and Mark, my younger brother, had a Yamaha 90 (Mark's Bike). Their bikes were high pipe models, so I guess they were scramblers. My Bike was a road bike and geared higher, so faster than theirs on the road, and somehow this was important; probably since theirs' were better in the off course stuff. We, of course, did like so many of you, and pulled the baffles out of the mufflers; not for safety reasons, but for more perceived power. We rode all over on those bikes. Up and down the hills, through the coulees, drop over cut banks, through long mud holes, we had to comically duck walk out of when rev's and wheel spin weren't enough, up the dam face to the reservoir (almost), down the dam face, and flying down the rutted rocky paths that passed as county roads.


"If you want an all 'round bike—one that's equally at home on the highway or easing thru city traffic—then the Riverside® 125cc is for you. It's built to run with the big ones and stay up front."

Dale Sayer

RIVERSIDE® 125CC CYCLE

The Riverside 125cc lightweight not only promises power . . . it delivers! This one charges from the gate like a thoroughbred, up to 68 mph, with independent heel and toe shifting that responds to your bidding like a polo pony. It deals out 6.5 hp at 5800 rpm, metes out a miserly 120 mpg and has a steering damper that makes for safe handling on the roughest roads. Take on the "heavies" with this lightweight . . . and win!

SPECIFICATIONS	
Mileage	120 mpg
Transmission	4-speed, constant mesh—foot shift, pre-selector
Clutch	Multiple disc in oil bath
Maximum speed	up to 68 mph
Tires (Pirelli)	Front: 2.75 x 18 Rear: 2.00 x 18
Suspension	Hydraulic front forks and rear shocks
Brakes	Internal expanding 2-shoe



MONTANA BMW RIDERS NEWSLETTER

My Bike - Lance Lerum (continued)

My apologies to you big 'A' bike riders, but if you had told us we needed 14" of ground clearance, a huge gas tank, and boxes the size of dorm fridges hanging off the back, you'd likely have been met with that slightly slack jawed, vacant, uncomprehending look that generations of teenage boys have perfected. We didn't know anything about inches of suspension travel, and couldn't have done anything about it anyway. To us it was about what we did with them, and to us these were adventure bikes. These bikes gave us freedom. They gave us the freedom to experience pain for doing stupid things, the freedom to get off the home place, to get miles from home, far out of earshot of parental admonishments to get our chores done. And they were fun!

Now that I am at that point in my life where people give me the Senior Discount, without my asking for it, most detailed memories of the bike are gone. I couldn't have even told you that it was a two stroke, and have no recollection of mixing oil in the gas; but I must have. I am envious of those of you who can remember what size jets you put in your carbs, or other specific details about your bikes. I am more likely to remember some of the things we did on our bikes. Growing up on the highline, we used to get these hellacious blizzards, where it would be 40-50 below for days, and a fierce wind would pile up that mix of dirt and ice crystals known as snow in that country. The roads would blow in, and be closed for days before the snowplow made it out, or some neighbor had to get feed to the cows and fired up a big tractor to punch a path through. Until then, these huge drifts would form, and since it was so cold and the wind so strong, the drifts were so hard packed you could ride on them. When the wind finally blew itself out, and the temperature was forecast to warm up to near 0 degrees, we would dig our bikes out from wherever we had last shut them off, and with enough 'Start Ya Bastard' sprayed into the carbs, and jumping on the kick starter until even our fingers warmed, we'd get those bikes running. We'd then have miles of frozen dunes to run on; for as long as we could endure the cold. We could even get a bit of air off some of those drifts, just like that crazy guy from Butte.

As I now looked down on My Bike, I did briefly consider taking the bike home and restoring it. However, I have spent far too much time this last year keeping two old SAABs running, and I really should get Jan's MGBGT out of the barn and into the shop and back on the road. Resurrecting this old bike from the earth just isn't in the cards in the near or distant future, and even if I did restore it, what would I have? I'd have a Wards Riverside, aka Benelli Cobra, but it is doubtful that I would revive any more lost memories. Those files have long ago been deleted to make room for a career of work files, or somehow corrupted, and are no longer retrievable from that soft drive in my head. I probably should have taken a picture of the bike to include in this accounting, but seeing My Bike as it now lay was actually kind of sad. Not unlike seeing a dead dog along the side of a road, that you just knew had been loved by someone. I didn't even pull it up out of the ground for a better look....I saw no point in disrupting those ants' lives. And so I just walked away. Rust in Peace little Benelli. You've earned it.

Happy Trails.

Lance Lerum



MONTANA BMW RIDERS NEWSLETTER

MT BMW RIDERS MEETING - Lambkins at Lincoln, Montana



As club meetings go, this may have been the perfect storm - snowing east of the continental divide, high winds and low temperatures west of the divide and the 'black swan event', Coronavirus throwing a wet blanket on just about everything. The Huddy's, your editor and often times chase car driver (and photographer) Sandy Knutsen avoided the crowds by travelling to Lambkins. We were four of six people in the restaurant.

Hopefully the snow and the virus will fade at about the same time, followed by more rideable temperatures.

HISTORIAN'S SECTION - Kim Lemke



A bit of a test here. Who is this well known club member and fellow rider?



A gathering in East Helena, and no explanation why they are parked in front of a saddle repair shop, may because the Mint Café is next door.



Kim Lemke

Historian

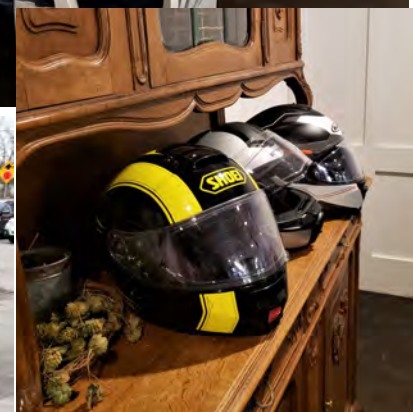
**We're on Facebook Too:
MONTANA BMW Riders**

MONTANA BMW RIDERS NEWSLETTER

First Saturday Breakfast Meetings

Missoula

The 1st Breakfast seemed to be a rousing success, based on the participation, noise and four riders, albeit several were just blocks away. It was good to see some who 'came out of hibernation' or from kid and grand kid time.



Question of the day: Who can name the rider of the GS that supports this windscreen? See the hint photo below.



Rick Kuschel, Mike Wright, John DiBari, Bob Carpenter and John Webster.

Jared Beard's 'experienced Triumph 800 (a few scratches on the plastic faring). Jared lead a tour of Death Valley the week of March 16th. Look for a report on the trip in the May Issue of the Newsletter.



MONTANA BMW RIDERS NEWSLETTER

First Saturday Breakfast Meetings

Helena



Twelve hardy soles from the Helena area took in the First Saturday Breakfast at Perkins in Helena. In the photo on the left taken by **Annie Huddy**, starting at the left, Ken and Brenda Conrad, Lance Lerum, Dan Mainwaring, Verna Mullins, and across the table, Octavian Mullins, Kevin Huddy, Mark Ellzey, Ed Field and Mike Meredith who had his back to the camera.



Don and Nancy Davis



On the far side of the table, Paul Smietanka and Bill Erhardt. Brenda Conrad with her back to the camera.



Dan Mainwaring (File Photo)



Master Mullins



MONTANA BMW RIDERS NEWSLETTER

MILEAGE CONTEST—2020 - Larry Banister

In spite of the winter weather forecast for the upcoming weekend (or maybe because of it) I'm flying the desk instead of my motorcycle! Thought it would be a good time to talk about our **"Official Montana BMW Riders 2020 Mileage Contest"**. In the current issue of the BMWMOA magazine, there is the form entitled "2020 Summer/Annual Mileage contest start form" which has the instructions for those of you wanting to participate in the official national BMW mileage contest. For those of you desiring to enter the national contest, follow the instructions and mail the form. *(Also see the President's Corner in this NEWSLETTER for his offer to assist in the BMW MOA National event)*. This form is a handy way to enter our Montana BMW Riders mileage contest too, just send me a copy of the form you're sending to BMWMOA and you're in. **Our Montana flavor starts and ends the same days as the national contest...begins April 1 and ends October 31, 2020.** But, our rules of engagement are a bit different. To participate in our local contest here are the rules:

1. You must be a paid up member of the Montana BMW Riders.
2. You must submit your entry **in writing** stating your name, address, email address and the year, make, model and beginning mileage of each bike. Entries can be via email or snail mail. Entries can be sent to my email at: beemermt@msn.com or my address at 102 Ironwood Place, Missoula, MT 59803. If you choose to use the BMWMOA form, you can just send me a copy.
3. Each bike you intend to include in your total riding miles this year must be included. (Make of the bike can be anything.)
4. If you buy a new (or new to you bike) once the contest has started and you've already entered, you can send the info on the new/new to you bike (year, make, model and beginning mileage as of the date of purchase).
5. **Beginning entries must be received prior to 30 April to be considered "official"**. Entries received after that date will not be included (except as allowed under #4 above.)
6. **Ending entries must be received prior to 15 November to be included in the "official" contest.**

As you know, being an "official participant" entitles you to participate in the great cash prizes awarded at the annual Christmas party.....\$75 for the outright winner, \$50 for the "average rider" and an "at large" drawing of the remaining official participants for a \$50 cash prize for participating. So...looking forward to a great bunch of "official participants" this year. If you have any questions you can email them to me at the above email address...otherwise I'll be looking forward to seeing the entries coming in!

Larry Banister

Mileage Contest Coordinator
Montana BMW Riders



MONTANA BMW RIDERS NEWSLETTER

2020 Ride & Meeting Schedule (Revised 1 April 2020)

Month	Date	Location	Venue	Day	Time
 January	18th	Seely Lake	Double Arrow Lodge	Saturday	1:00 PM
 February	23rd	Drummond	Wagon Wheel	Sunday	1:00 PM
 March	15th	Lincoln	Lambkins	Sunday	1:00 PM
April	19th	Townsend	The Mint	Sunday	1:00 PM
TBD	TBD	Helena	Huddy's Outpost	Saturday	All Day
May	17th	Phillipsburg	Sunshine Station	Sunday	1:00 PM
June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
June	27th	Great Falls	BMW Rally Beer Tent	Saturday	1:00 PM
July	TBD	White Sulphur Springs	TBD	TBD	TBD
August	16th	Wisdom	The Crossings at Fetty's	Sunday	1:00 PM
September	13th	Ennis	Sportsman's Lodge	Sunday	1:00 PM
October	18th	Ovando	Trixi's Antler Saloon	Sunday	1:00 PM
November	15th	Avon	Avon Café	Sunday	1:00 PM
December	5th	Missoula	Big Sky Motorsports	Saturday	5:00 PM

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

2013 SUSUKI DRZ400S

Asking: \$4500

Mileage: 2897

Weight: Manufacturer Reported 295 lbs.

Condition: Excellent. Just serviced at S & S Sports including carburetor rebuild. There are abrasions on some plastic surfaces where mounting straps rubbed when being transported. Always garaged.

Upgrades:

- Upgraded front forks and rear shock with Race Tech Springs--\$250
- Clark 3.9 gal. oversize translucent gas tank--\$230
- Tusk built aluminum gas cap--\$30
- Bark Buster Hand Guards with integrated LED turn signals--\$243
- SoloRacer LED tail light and turn signals--\$235
- Upgraded to LED headlight--\$150
- Knight Design foot pegs--\$150
- UNABIKER radiator guards--\$115
- Seat Concepts seat--\$250
- Nomadic rear utility rack--\$100
- Mounted Pelican Case--\$45
- Thumper Talk Skid Plate--\$95
- Thumper Talk crankcase shield/cover--\$37
- Thumper Talk ignition side case shield/cover--\$20
- Pro Taper Contour bars--\$70
- Pro Taper bar clamps/mounts--\$36
- Pro Taper pillow top grips--\$15
- Custom MotoTube tool/storage canister with tools--\$20
- DRZ Maintenance Manual
- I will throw in a MSR bike lift/stand

Dean Hall

425-750-4636

deanlovestocamp@yahoo.com



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

SCOOTER FOR SALE- Missoula

2008 Buddy 150 International Scooter

- VIN # RFVPAC60981000403
- Engine capacity - 150 cc
- Transmission - automatic
- Electric start
- Under 3000 miles
- single and dual kick stand
- Locked seat over storage for helmet
- Front basket and rear luggage / grocery rack
- Fuel capacity—1.5 gallon
- Fuel usage - approx. 65 mpg
- Comfort riding speed 60 mph although it has been ridden from Missoula to Polson at 65-70 mph
- It's in excellent condition, but needs a battery.
- Selling Price— \$1300



Mr. Brian D. Campbell

16654 Aubrey Ann Ct.

Huson MT. 59846 (541) 420-4586

bcampbell6903@hotmail.com



MONTANA BMW RIDERS NEWSLETTER

We're on the Web:

www.mtbmwriders.org

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1/2 PAGE	\$75
FULL PAGE	\$100

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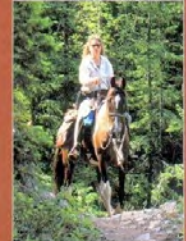
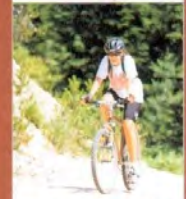
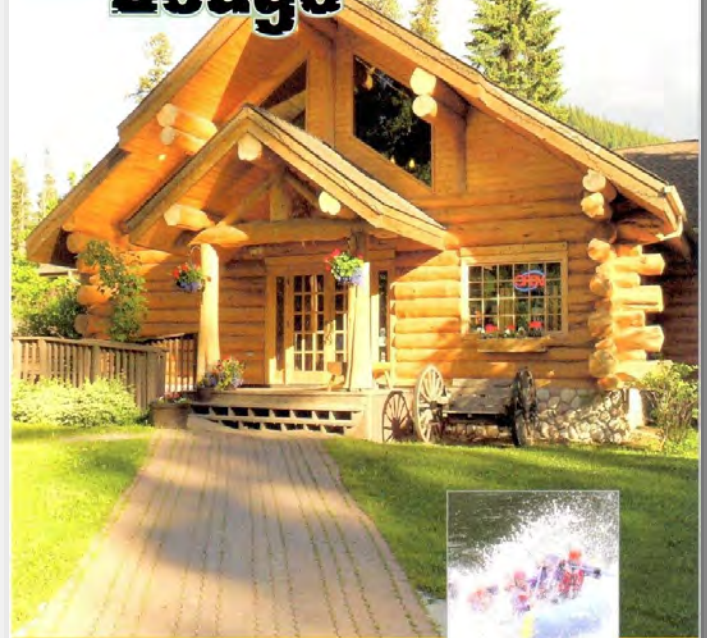
Items for the newsletter are welcome and may be emailed to either:

(R_G_French@msn.com) or

(RGFRENCH1937@gmail.com)

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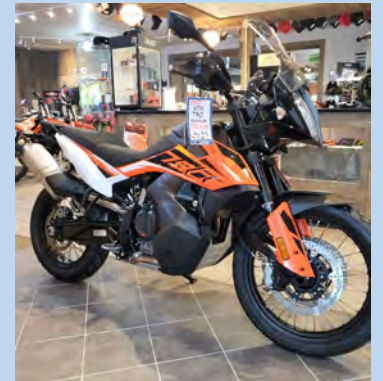


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Quality products from BMW, KTM and Kawasaki ...and great service sets Big Sky Motorsports apart from other dealers. Our service department specializes in all types of motorcycle, ATV and snowmobile maintenance and aftermarket parts and accessory installation.



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

When you go, tell them you saw their ad in the MT BMW Riders **MARCH** newsletter and ask about closeout models and financing.

With riding season right around the corner we at Big Sky Motorsports have new 2020 motorcycles and riding gear arriving daily. We have the most popular brands of riding apparel and helmets on sale now. So, its time to get geared up for spring and ready to ride.



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