

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER
MEMBERSHIPS
BMWMOA #155
AMA #6830

Next Meeting
Wisdom
The Crossings at Fetty's
1:00 PM
August 16, 2020

-HOME OF THE NEXT BEST RIDE-

President's Corner



We sure are getting that ideal Montana summer weather now, aren't we? Hot, yes – but cool mornings, blue skies, late sunsets, and just a wee bit of smoke in the air. About as perfect as it gets here (minus the flotilla of RV's and boat trailers congesting Big Sky highways). Suddenly the roads are full of motorcycles again. So nice to see so many bikes on the road, and so impressive to see so many riders with riding skills so sharp that no safety gear is needed but a sleeveless vest to protect the torso, or a cotton bandana to protect the skull. For that hearty breed perhaps, sunburn is the greatest health threat.

I was fortunate last month to escape town and reality for a while, joining 12 other adventure-seekers for a long weekend of backcountry riding in the Little Belts. What a great time! Maybe the most fun I've had as a member of this club. Great riding, inspiring landscapes, and a terrific base of operations at Bob's Bar and Motel. The weekend's only victim was **Dave Dixon**, who trucked his bike from Kalispell only to find to his chagrin that it would not start. Heroic Phil Haglund played the perfect Peter Pan to our troupe of Lost Boys. Neihart as Neverland? Sure, why not. Dodging potholes and cattle, taming cobbles and gravel, navigating switchbacks and one eyebrow-raising water crossing. Elevation lost and gained; riders lost (temporarily) and found; ancient soils sent aloft, inhaled, and ingested. No tinker bell, but a sufficient number of tinkle stops to fend off the prostate pirates. Phil, from all of us: **THANK YOU!**

With no active COVID-19 cases, Meagher County was an oasis for 18 riders that showed up in White Sulphur Springs for the monthly meeting at Snook's Diner. From Billings: **Pat Endres** (R1200GS), **Jim Haar** (G310GS), **Mike Hofferber** (on this occasion riding a small dirt bike), new recruit **Richard Smith** (R1250GSA) and guest **Dale Butterfield** (R1200RT; Chandler, TX). From Kalispell: **Todd Van Alstyne** (R1200GS), newer member **Justin Taasevigen** (this time on a R1100RT-P) and his guest **Ryan Byber** (R nineT; Seattle). From Missoula: **Robert Carpenter** (F650GS), **Bill Clark** (Triumph Tiger 800), **John DiBari** (Honda Africa Twin), **Dick French** (G310GS), and yours truly (R1200GSA). From Townsend, **Don & Nancy Davis** (CanAm Spyder), **Lance Lerum** (F650GS), and **Dan Mainwaring** (R80). And from Helena, **Mike Meredith** (R1200R). **Ken Conrad**, **Phil Haglund**, Phil's son-in-law **Daimon Parrotte**, and **Sandy Knutsen** were all part of the Little Belts gang but skipped Snook's. Four swell prizes were raffled off (cooling vest; shop rags; BMW hat; and stretchy bungee things), but I cannot remember who won what.

MONTANA BMW RIDERS NEWSLETTER

President's Corner - (continued)

Speaking of prizes, I have been busy restocking the club's prize closet with some neat motorcycling miscellany that I am looking forward to raffling off to members. Perhaps I have been inspired by our generous congressional representatives and prolific trillion-dollar aid packages. So be sure to attend an upcoming meeting and collect your share of the booty. How about this month's meeting in **Wisdom** at The Crossing at Fetty's? I will be away on a cross-country family road trip to deliver my first-year college student to his new home in New Jersey, so I won't be there in Wisdom, but someone else will be there with the prizes and raffle tickets.

Chris Keyes,

President

Montana BMW Riders

BMW MOA Ambassadors - Annie and Kevin Huddy



We checked with the registrar for the Beartooth Rendezvous and the rally is still a go as of August 1st. Dates are 13-16 August. Info at: (<https://beartoothbeemers.org/rendezvous-information/>)

Now is the time to start planning to attend the **2021 BMWMOA**. It will be held at the ExpoPark in Great Falls on June 24-27. It will very likely be a very well attended event after the pandemic induced cancelations of this year. Hopefully the vendors are also itching to get on the road again and give us all an opportunity to spend some money.

Annie and Kevin

Secretary - Treasures Column - Dave McCormack



The spike in Covid-19 cases has kept us back from having face to face meetings of the officers and key contributors. So, the Secretary/Treasurer job has not been fully handed over by Chris and he continues to work hard at both roles he plays for the club. The uncertainty of how the University will try to structure classes in the fall has Chris in a difficult balancing act between developing on-line and/or outdoor lab classes. His role as a professor in the forestry department became increasingly difficult when the crisis hit. And that was just after we elected him president. So, he and the rest of us will try to work through this crisis and make sure we do everything we can to earn your trust and present you with options to validate your investment in the club.

As he has said in previous notes, motorcycling is the absolute finest way to social distance and still enjoy our sport. Just be mindful of your impact off the bike.

So my two cents is that we are doing well as a club considering the circumstances. We expect to be able to line up our ducks for next year on the presumption that we'll be climbing back towards normalcy in the spring. Get out on the road and pile up some miles. I've been riding every chance I get on the new rig to make sure I am actively competitive in the mileage contest.

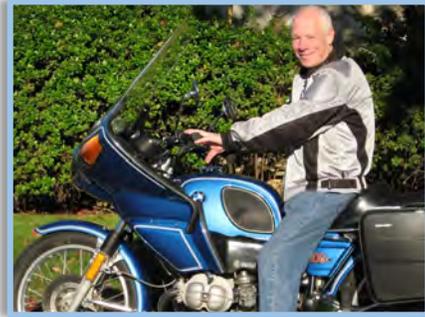
See you all in Wisdom.

Dave McCormack



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator



As reported the last two months, **Mike Hofferber** and I scheduled some Billings area rides and the first two have taken place. Unfortunately, I developed conflicts and could not attend but Mike reports both rides were well attended. It was reported that six riders were on the last ride. Future dates are scheduled. Breakfast and lunch are certainly optional for the riders, not required. The August ride will be in conjunction with the Beartooth Rendezvous and is one of the best rides in the country.

TAKE A MOMENT AND UPDATE YOUR ANAMONYOUS INFORMATION

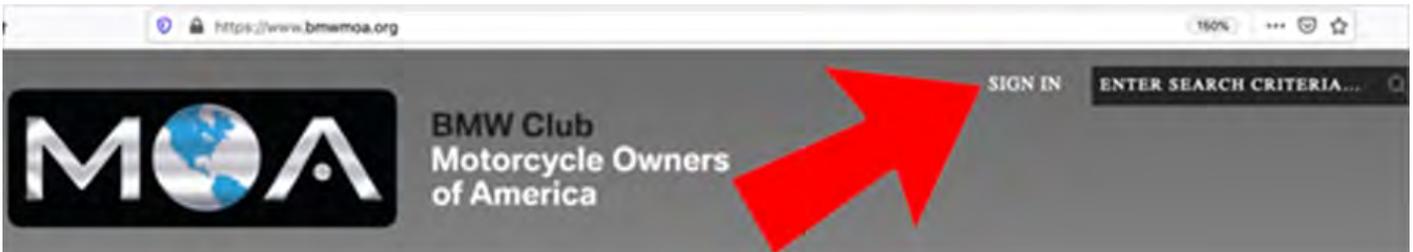
The Anonymous Book has been a staple of BMWMOA for decades and can certainly be helpful should you and/or your ride develop complications when far from home. I have been listed for many years and earlier used to get a few calls, not so many lately as motorcycles become more reliable.

Now that you know a little more about the *Anonymous Book*, we'd like to ask you to take a moment to update your information if you're already opted in. If you haven't already opted in, we'd like you to opt in. The more of us participate, the more valuable the *Anonymous Book* is to the entire membership.

We'll be updating the Anonymous App in August, so having your most up-to-date information is critical to the success of the app in aiding MOA members who find themselves in distress - major or minor - out on the road.

Updating your information is as easy as following these screenshots.

Go to [BMWMOA.ORG](https://www.bmwmoa.org) and click "SIGN IN."



Enter your Username and Password to complete the process. If you have trouble - maybe you've forgotten your password or you never created your online account - you can easily fix those things by contacting our [MEMBERSHIP TEAM](#). They'll be happy to help you!

Ride safe, keep the rubber side down.

Tom Moe

MONTANA BMW RIDERS NEWSLETTER

Editor's Corner



For this issue I attempted to follow the adage, "A picture is worth a thousand words". Thanks to many of the club members, the Little Belt Duel Sport ride was recorded with excellent photos from **Daimon Parrotte, Robert Carpenter, Ken Conrad, Mike Hofferber, Dick Smith, Jim Harr, and Pat Endres**. I believe the photos record the story.

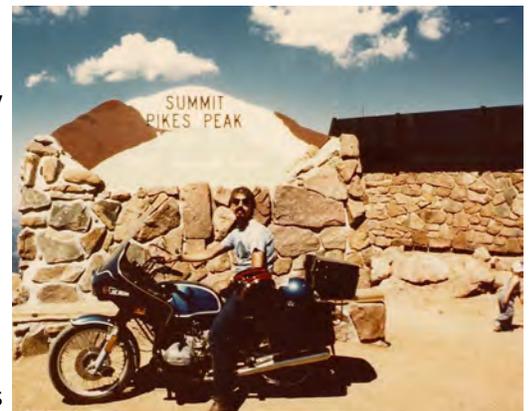
I had the chance to shadow the Missoula Police Department's Motor Patrol unit for the better part of two weeks of their motorcycle training program. Another article I hope you enjoy.

Dick French - Editor

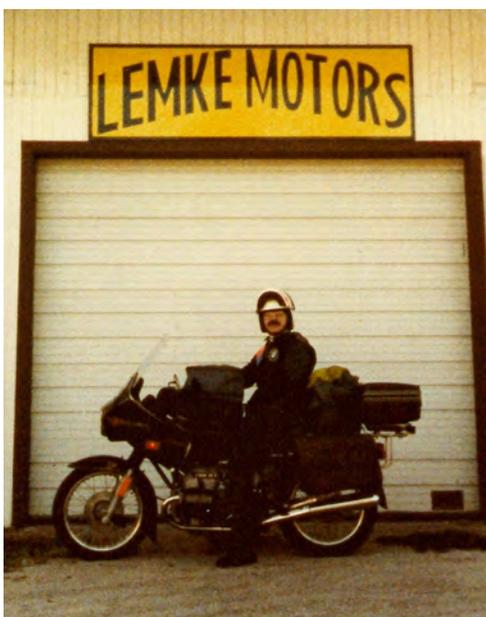
Historian's Corner - Kim Lemke



Our Club Historian, **Kim Lemke**, in his present day appearance on the left, has provided photos to me over time of past exploits and adventures. Those times when his hair was darker, and as the saying goes, his pants were baggy and his skin was tight.



Now seems like a good time to resurrect the cache of photos. Kim, these certainly looked like 'good' times.



Editor



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol

This is a continuation in a series on the Motorcycle Patrol of the Missoula Police Department. Last month we highlighted long term patrolmen James Pontrelli and Ryan Ludemann. For this issue of the Newsletter, I shadowed them as they trained two new members of the police force to become motorcycle patrol officers. Patrol officers are selected, by application, from the ranks of Missoula police officers. Although previous motorcycle riding experience is considered, most candidates arrive at the course with minimal or no prior practical experience.



Ross Colyer, one of this year's candidates is a Missoula native, graduated from Loyola High School, then earned a degree from the University of Montana before becoming a member of the Missoula Police force. He had seven years experience before applying for the position as a motorcycle patrol officer. His background included a small amount of motorcycle experience on a sport bike as a civilian before applying. This year's candidates practical training - two full weeks - was on the department's previous generation patrol motorcycles, Honda ST1300PA models.



Christian Cameron, a Colorado native, and a graduate of the University of Wyoming before joining the Missoula Police Department. He had ten years on the police force before entering the Motor Patrol training.

The departments curriculum was developed by Northwestern University Center for Public Safety. The practical training is conducted in a paved area at the Missoula City Cemetery and focuses on the maneuvering and handling typical of that encountered in city street and traffic conditions. Maneuvers are guided by the typical rubber cones in layouts shown later in this article and are spaced at intervals found in parking lanes, traffic lanes and sidewalks. As I watched the training, it was easy to visualize a mounted patrolman guiding his motorcycle through crowds, parked cars and along sidewalks—skillfully riding a fully loaded 600-700 pound motorcycle.

The initial training focused on the close order drills at slow speed. The applicants will finish up with training at highway speeds as well as off-road riding. The latter simulates pursuits that might involve vacant lots or un-paved roads. Again, all on a fully loaded motorcycle. In the sections that follow are diagrams of the cone configurations for the

drills used to learn riding skills and then to gain proficiency in the maneuvers applicable to motorcycle police work.



A 'training' bike, Honda ST1300PA stripped of all accessories, and 'drop' protection taped to the crash bars. The training is intense, and extremely difficult for new riders. It is reasonable to expect each bike will be dropped many times during the course of the practical exercises.



Learning how to apply the 'friction zone' by engaging the clutch sufficiently to move over the 2x4 but not spin is out from under the wheel.

MONTANA BMW RIDERS NEWSLETTER

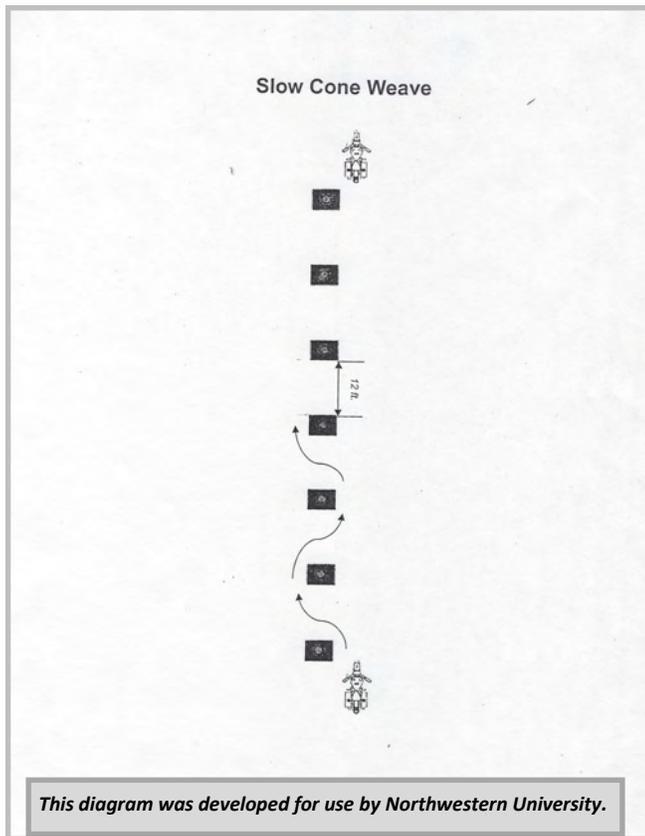
Missoula Police Department - Motorcycle Patrol (continued)



Officer Pontrelli on a BMW R1250RT-T demonstrating a full lock slow cone weave through in line cones spaced at twelve foot intervals.



Training bikes go down, it is expected.

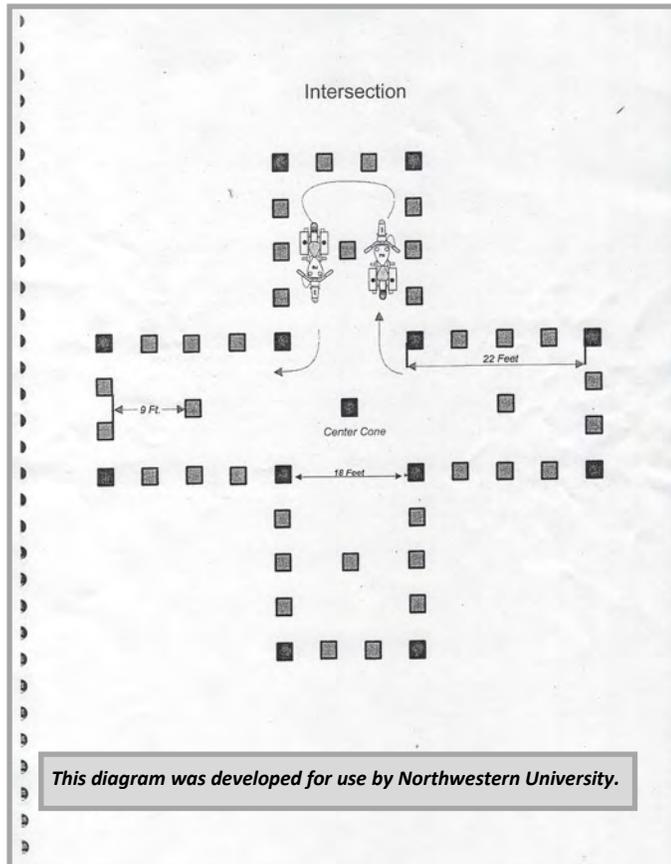


Following the 'friction zone' drill is the slow speed cone weave for the candidates to gain both experience in riding and gain confidence in their ability to control the motorcycle.



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)

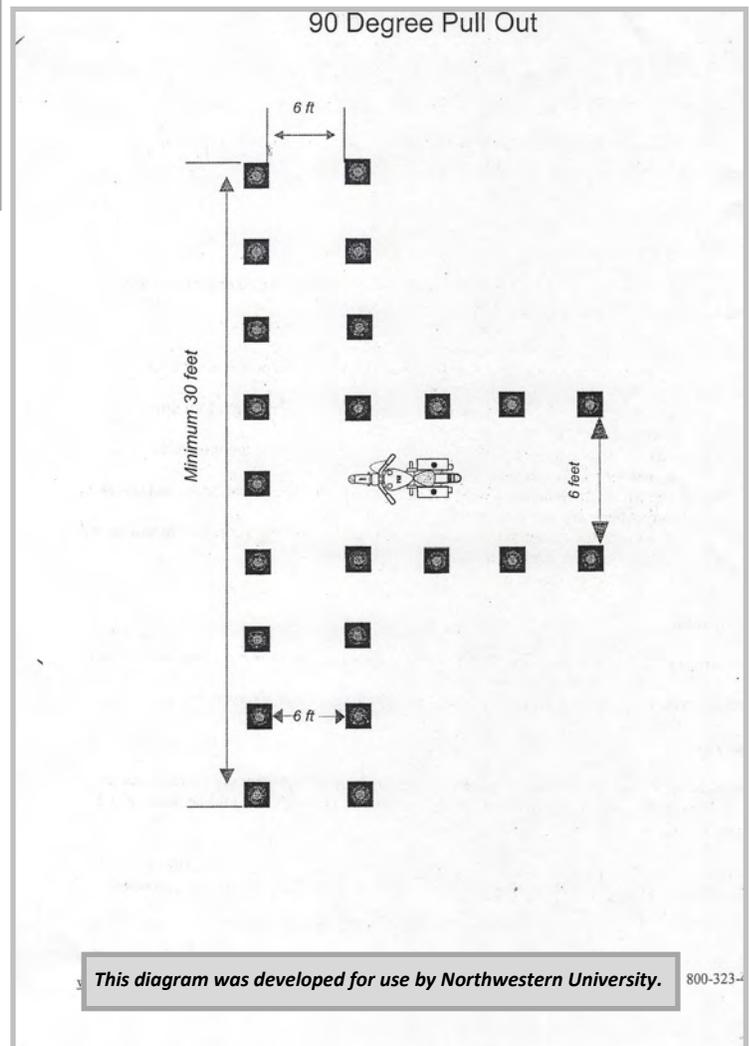


This diagram was developed for use by Northwestern University.

The configuration is the approximate width of two parking spaces and the depth of a nominal parking space. The motor patrol candidate learn how to enter and loop in each space before exiting. The more experienced officers could complete several 360 degree turns in 'lane' of the intersection as well a loop the center cone.



Officer Pontrelli demonstrating maneuvering — the 90 degree pullout - starting from a stop at the interception of two simulated sidewalks and turning left or right.

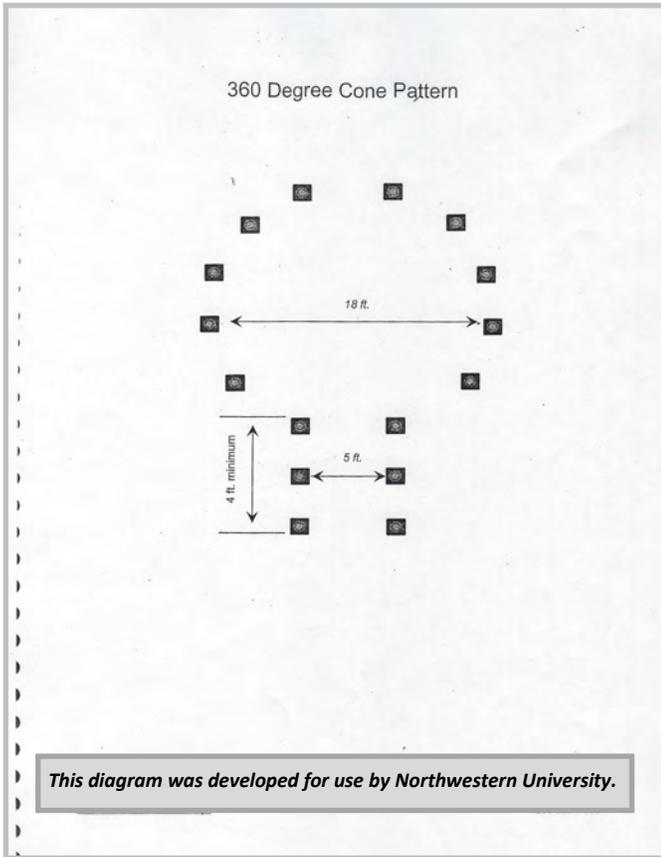


This diagram was developed for use by Northwestern University.

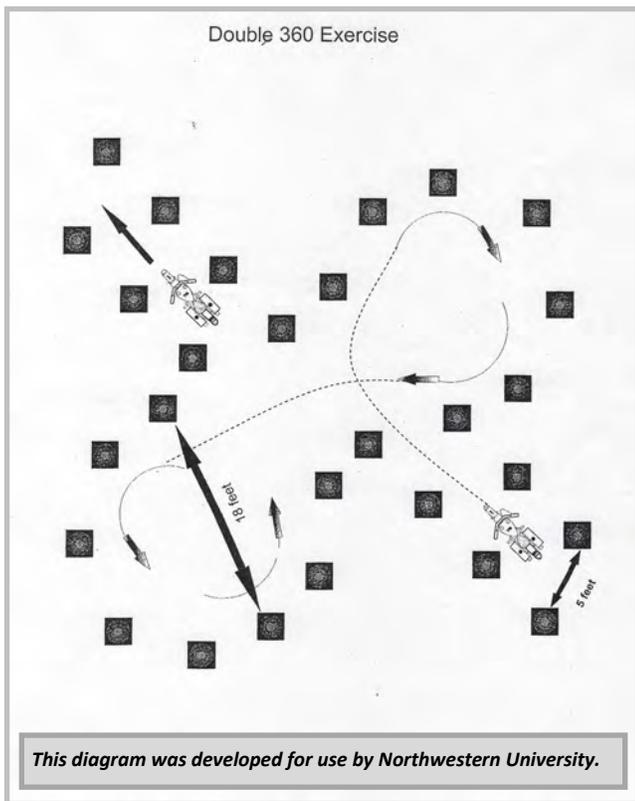
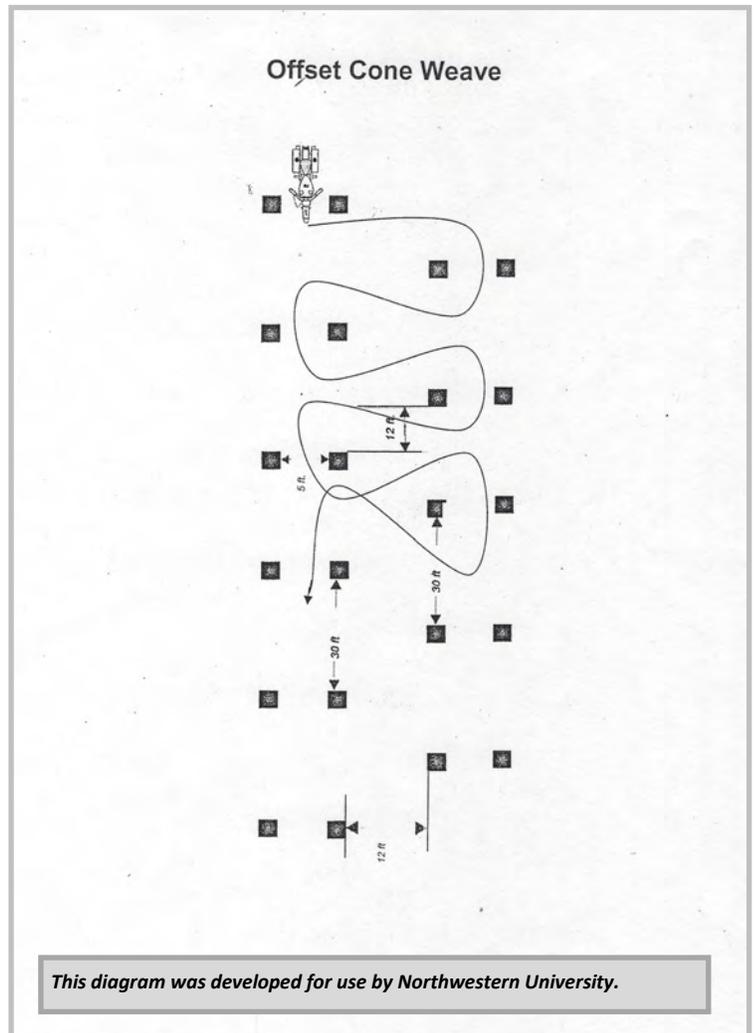
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MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)



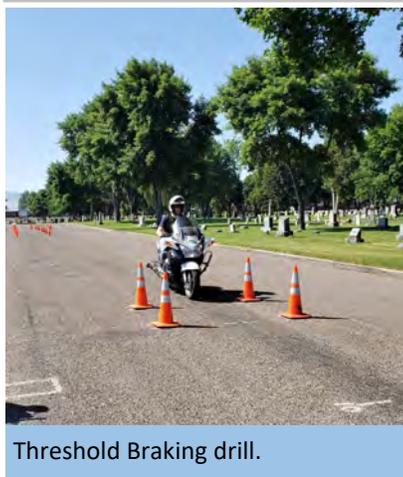
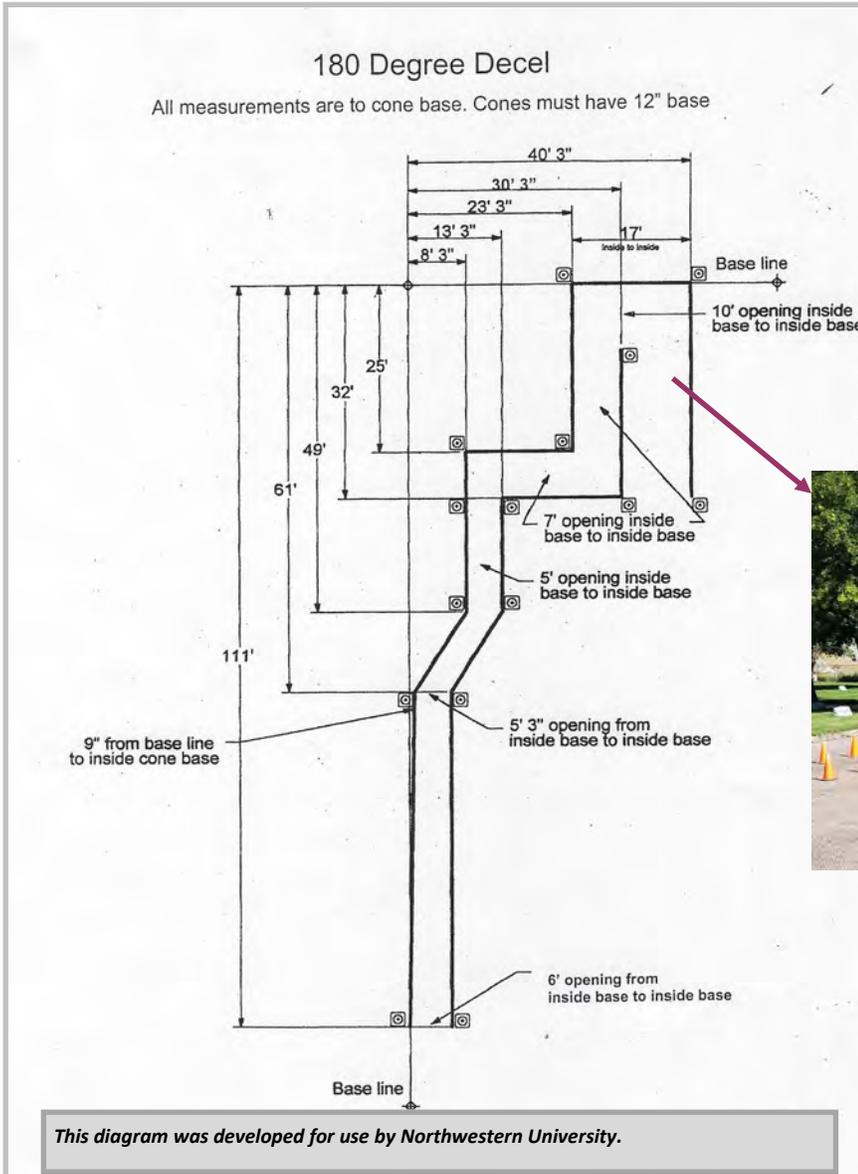
Officer Pontrelli demonstrating a full-lock 360 degree turn inside an 18 foot diameter circle. Notice his focus to the opposite side of the circle.



MONTANA BMW RIDERS NEWSLETTER

Missoula Police Department - Motorcycle Patrol (continued)

The "180 Degree Decel" is one of the final drills to be performed for qualification as a motor patrol officer. The rider enters the first gate (bottom of the diagram) at high speed, brakes and maneuvers through the succeeding gates, executes a 90 degree left turn and then a 180 degree right turn before exiting the final gate, all in a span of 111 feet. Somewhat similar to dodging through Rosauers grocery store parking lot around cars and grocery carts.



Officer Pontrelli leads student Colyer through the 180 degree Decel exercise, the final for certification.

MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride



Phil Haglund

Phil Haglund— The Ambassador of the Little Belt Mountains, herded 13 adventuresome Dual Sport riders over about 200 miles of off-road roads and tracks the **24th, 25th and 26th of July**, treating them to some spectacular Montana scenery, with a bit of challenging riding thrown in for good measure. Phil came into dual sport riding, and motorcycling in general as a matter of necessity. Born and raised on a cattle ranch in eastern Montana, in the general area of Brockway, Montana, he found that two-wheelers was a good way to get around a large ranch. Phil is a little modest about the size of the ranch, owned by his father and uncles, and a few aunts, but even by Montana standards it was a large land holding. Phil purchased the ranch, a process that extended over a forty-year period.

Depending on how a person traveled, it was about 12—13 miles from fence line to fence line, with not many roads traversing the land. When the Rural Electrification Administration (REA) ran the power lines to their ranch house, his grandmother replaced her gasoline engine powered washing machine with an electric machine. The discarded gasoline engine soon became the heart of a home-built two wheeler for an industrious pre-teen kid. He said it wasn't that great, but it launched him on a life time of motorcycling. As he got older, the home built gave way to manufactured Japanese models, modified for off-road (actually no road) riding, with a platform on the back for an ever present border collie dog. When the engine came to life, the dog was on board. Phil, as well as the dog survived many crashes, none of which discourage either.

In his sophomore year at Montana State College—Northern in Havre, he was a typical young man, long on enthusiasm and short on reasoning. He, along with a buddy decided to tour the southwestern United States over spring break on their motorcycles. Phil had a Honda 305 and his buddy had a two-stroke motorcycle, about the same size. The two-stroke didn't make it to Helena - had to be towed by the 305, and left behind to be repaired at a later date. No problem, they will just ride double, with their luggage on the 305. Again, enthusiasm exceeded their financial resources, sleeping outside was in order. Since there is a lot of cold weather between Havre, Montana and the southwest, they road straight though to just north of Ogden, Utah where they felt they could sleep on the ground without freezing.

All in all, the tour was a success, Utah, Nevada, a bit of California and then Arizona before making it back in time for Spring Quarter. It was the route through northeastern Arizona, and the town of Kayenta that helped shape his future. He eventually taught Industrial Arts (Shop for those of you with gray hair) there before taking over the family ranch in Brockway.

Motorcycling was there to stay. Over the course of 40 years of ranching, he managed to drop a side-stand in 46 of the lower 48, most of the Canadian provinces, including Nova Scotia and Newfoundland. He has been to Mexico several times, twice with fellow club member **Ken Conrad**, and twice with his wife **Dolores**. He then rode the length of Mexico on his way to Central America and the Panama Canal. He later rode to South America, a ride that was ended by a crash in Patagonia. He had to return home for surgery on his arm and recuperation. Once healed, he was back on a bike and has been riding ever since.



His wife, Dolores, traveled with him on most of his adventures, both as a passenger and on her own bike.

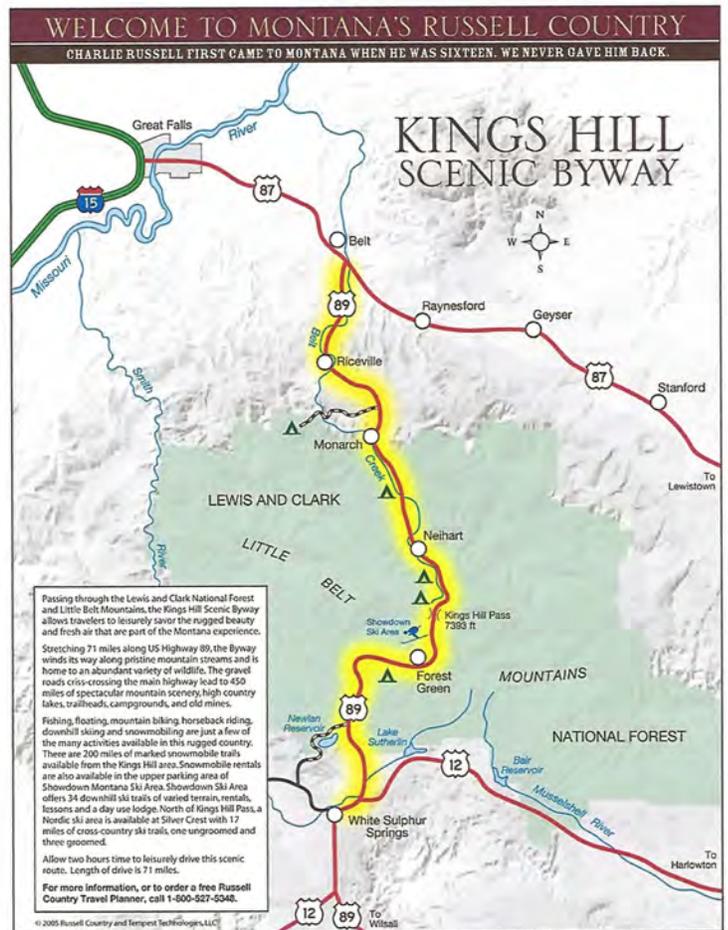
Since dual sport bikes are his favorite, being a member of the FOUR STROKE SINGLE CYLINDER NATIONAL OWNERS ASSOCIATION (FOSSNOC) was a natural. The Yamaha 250 dual sport he rode for the Little Belt ride, has been coast to coast plus to numerous Thumper Cafés. The motorbike has earned its scares.

MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued

Phil became familiar with the Little Belt mountains when his children left the ranch for Great Falls, Montana. It was their favorite outdoor recreation area. When Phil and Dolores retired to a home near Monarch, the roads and trails were at their backdoor.

The 2nd Annual Little Belt Dual Sport ride base camped at Bob's Bar Restaurant and Motel in Neihart, Montana. Neihart is nestled in a picturesque narrow valley, at 5,300 feet, wedged between Belt Creek and The Kings Hill Scenic Byway (Highway 89). It got its start in the late 1880's when silver was discovered, and eventually boasted 40 silver mines and a railroad to haul the silver ore to smelters in Great Falls. The railroad remained in operation until 1945. At one time, Neihart had a fire company, a school, an electric company, water company, a mining union, three hotels, fraternal lodges, the Belt Mountain Hospital and two newspapers. It also boasted of 14 saloons and other places of recreation. Silver mining thrived into the early twenty century. Today, Neihart is a bit quieter.



Neihart North



Neihart South



.... but some were 'hardcore' extracting the most from an adventure ride experience.



MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



Every ride has to start with planning, Phil Haglund explaining the lay-of-the-land and the ride protocol. Twelve riders took part in the ride. (Your editor took the photo)



Eating seems to be high on the list. Bob's Bar ensured we had sufficient food, breakfast and dinner. Prime rib was the Saturday night entree.



Cell phones are a rarity, and quarters are in big demand.



The local "Inconvenience" provided early morning coffee and local culture. Dick Smith, Dick French, Ken Conrad and Lance Lerum.



A reminder of Neihart's past



A mobile garage keeps the dew off your bike.

MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



John DiBari



K. Bill Clark



Lance Lerum



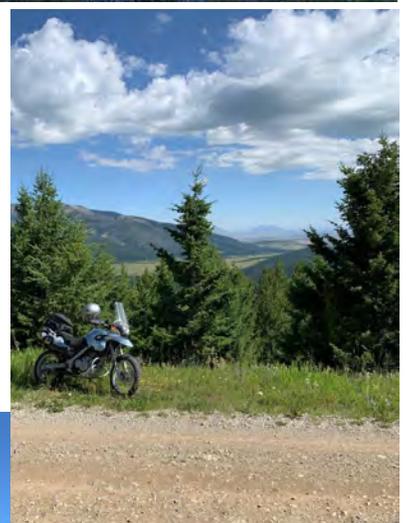
Ken Conrad



Jim Harr, BMW G310, and Ken Conrad, Ural just waiting while the Ride Master locates the rest of the riders.

MONTANA BMW RIDERS NEWSLETTER

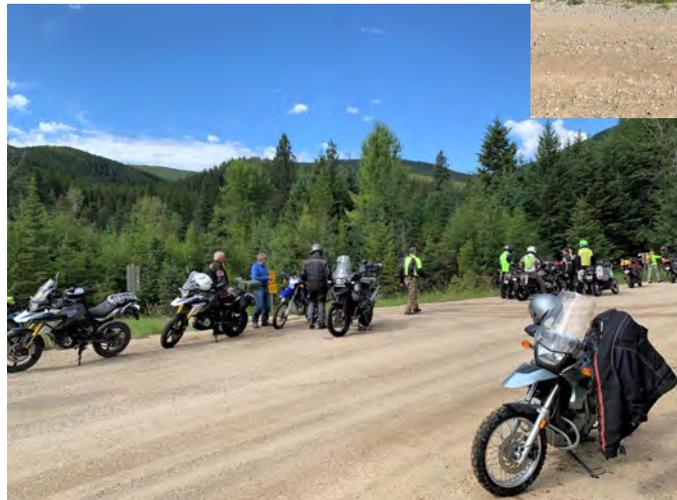
Little Belt Dual Sport Ride - continued



Some were Winnebago roads.



Some were not Winnebago roads.



Okay guys, we all have to be pointed the same direction.



MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



Left front, Ken Conrad, Pat Endres, Robert Carpenter, Phil Haglund (Ride Master), Dick Smith. On the deck, left to right, Dick French, Jim Harr, K. Bill Clark, Damion Parrotte, Lance Lerum and John DiBari. Photo was taken Friday, so by default, **Mike Hofferber** was the photographer. This was a 'high' point, approximately 7,400 feet. The last few miles was single lane unimproved road.



The view from the northeast side of the lookout.



MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



Chris Keyes



Typical 'road' for over 200 miles of riding during the three days of the Dual Sport ride.



Many of the roads were through open cattle range land.



MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



In the words of that a philosopher, "A clean ADV bike is a dirty shame." We know for a fact it did not finish the ride in this condition.



FOCUSED! The route forward must not look inviting.



Eight of ten made the creek crossing without indecent or, just washing my socks!



The passed through a narrow natural gatewaying the rock formation.



Judith River Ranger Station (non active)

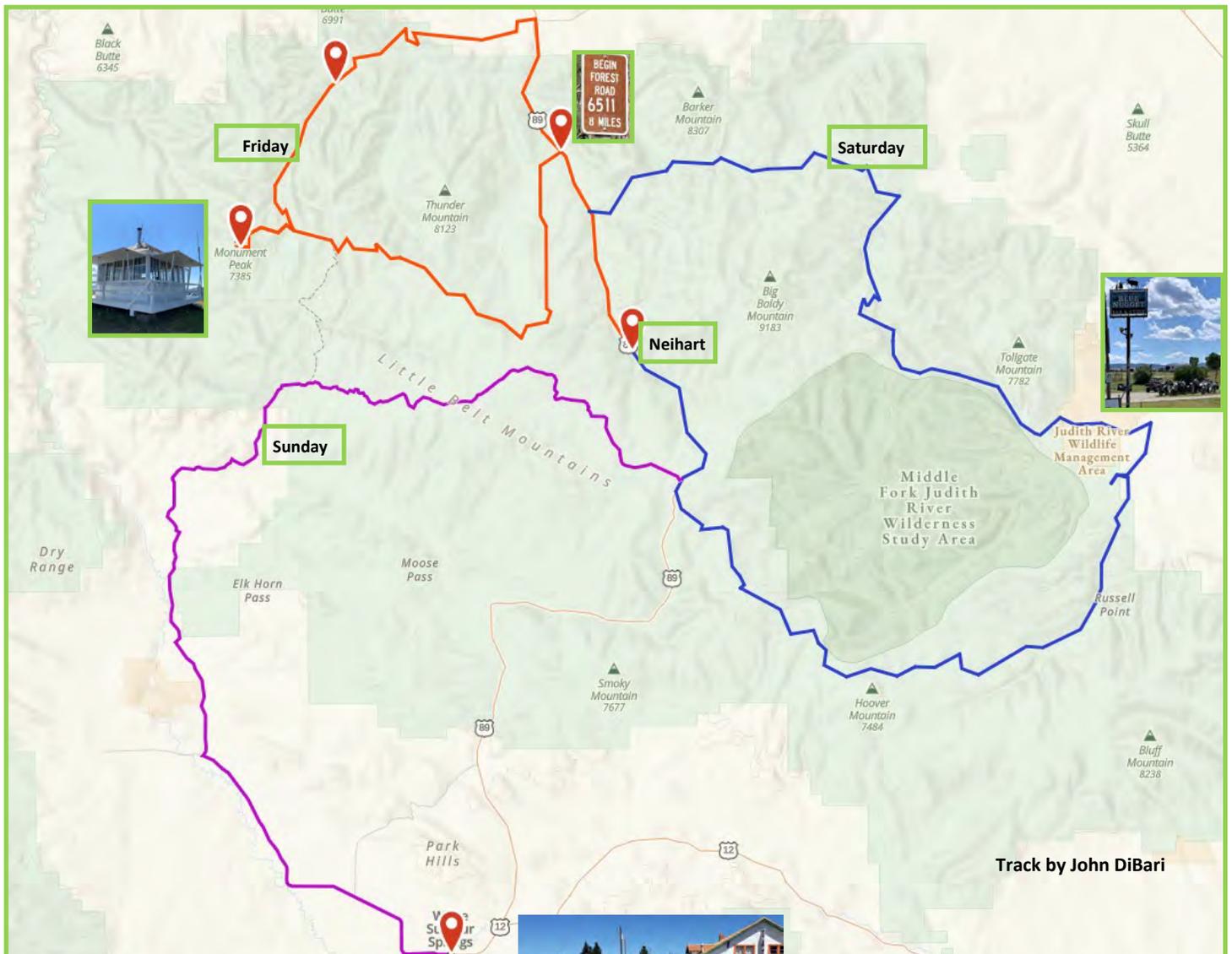


MONTANA BMW RIDERS NEWSLETTER

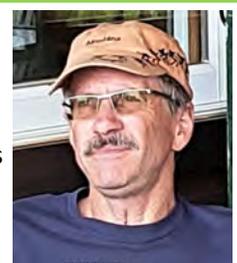
Little Belt Dual Sport Ride - continued



Courtesy of **John DiBari**, the following is the track of the three days of riding. **Ken Conrad** and your editor followed an abbreviated route on Friday and Saturday covering about 150 miles from paved to rocky. Including a few side treks, the hard core group (everyone else) covered about 230 miles over the three-day period. After the club meeting in White Sulphur Springs **Robert Carpenter (right)** and **John DiBari (Left)** made their way to Helena via Duck Creek Pass, encountering a few ruts and added another 35 miles of off-road riding.



We have to give an honorable mention to **Dave Dixon** who trucked his 1997 Kawasaki KLX300R to Neihart only to have it refuse to start as we prepared to depart for the first day's ride. With the help of some fellows in a side-by-side, it was reloaded for the lonely ride back to Lakeside.



MONTANA BMW RIDERS NEWSLETTER

Little Belt Dual Sport Ride - continued



Mike Hofferber's Honda 250 - clean - attributed to riding into Neihart Thursday in a downpour. It did not look like this on Sunday.



It was not all riding - a few stopped to smell the flowers.



'Cat Herder' (Ride Master) on the trail of meandering 'cats'.

Reports from the Road - Road Side Assistance



Greg Hintz, riding his Honda Goldwing was on his way to the Club meeting White Sulphur Springs. He and fellow rider, **Don Duel** were a little early so routed themselves through Livingston to Harlowton and then Highway 12 toward White Sulphur Springs. Somewhere close to Martinsdale, approximately 22 miles east of White Sulphur Springs, his rear tire went down. The damage was beyond a roadside repair. Greg said in his 500,000



miles of riding, this was his first on-the-road flat. On a Sunday afternoon, the most logical repair spot was the Missoula Honda Center. Greg activated his AAA Roadside Assistance Policy, good for 200 miles, and located a participating towing garage in White Sulphur Springs to have the disabled motorcycle returned to Missoula.

The moral of the story is, not "if" but "when" a rider will need roadside assistance.

Happy to say, tire has been replaced, and the Goldwing is ready to roll again.

Editor

MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS MEETING—Snook’s Café, White Sulphur Springs

Seventeen members, one guest, and one member (**Greg Hintz**) who was close but hampered by a flat tire—See his story elsewhere in the Newsletter—met at Snook’s Diner for the monthly meeting. With the exception of **Phil Haglund**, who could not stay, and **Ken Conrad**, the Little Belt Duel Sport riders concluded the weekend ride in White Sulphur Springs. One guest, on a spotless Harley Davidson also attended, but I failed to get his name or a photo.

Editor



The Little Belt Duel Sport riders stood out by virtue of their dusty and muddy mounts.



Dan Mainwaring's 1987 R8.



Dan Mainwaring (File Photo)



Mike Meredith
(File Photo)



Unidentified guest's sparkling Harley



Nancy and Don Davis and their Can Am



Todd Van Alosty, from Kalispell, rode his 2009 BMW 1200GS for the occasion.



MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS MEETING—Snook's Café, White Sulphur Springs (continued)



You may have wondered what happens to old Seattle motorcycle police bikes, well Justin Taasevigen (Kalispell) acquired this one, (R1100RT-P) with about 24,000 miles and made it his touring bike.



Justin's guest, Ryan Bybee from Seattle rode with Justin on his BMW R nine T, which is his commute ride in Seattle.



White Sulphur Springs, Montana is the county seat of Meagher County. The population was 939 at the 2010 census. According to Wikipedia, the estimated population in 2019 was 931. The center of population of Montana is located in White Sulphur Springs, again according to Wikipedia. Notable people in White Sulphur Springs include Sarah Calhoun, entrepreneur, founder of the women's workwear company Red Ants Pants opened her first store here in 2006.

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Huddys



Back roads from Helena to Clancy and back with a detour up Sheep Mountain. *Kevin*



On another outing, we rode up on the eastern slope of Mount Belmont which is not far from our house. We were in search of a passage over to Mullen Pass. We were stymied this day, but will endeavor to persevere. *Kevin*

(I am betting on Annie! Editor)



MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner



Somewhere in the Little Belt Mountains, who would have believed this? The facility and the sign seem to be sending conflicting messages!



Social distancing inspires a lot of interesting solutions



Several years ago, a lady in Missoula actively rode one of these, a pink one, and I think it has a left hand sidecar. *Editor*



"See, right there, says Made in Russia".



It is either a poorly executed jump, or a 'wheelie' gone bad.

MONTANA BMW RIDERS NEWSLETTER

Adventure Ride Notices



Montana 2020 Roads & Trails September 10-13 Whitehall, MT



Come and enjoy all the great riding types Southwest Montana has to offer. From beautiful two lane paved roads to many destinations including Ennis, Virginia City, Nevada City, Bannack, Wise River, Butte, Boulder, Whitehall, Lewis & Clark Caverns, Pintlar Range, and many more. To the awesome BLM off road complex at Pipestone. To Incredible forest service roads and much more.

For more information contact Jim Frazer at 406-490-1307 Or Lois Frazer 406-498-2885

Register online at <https://dualsport-co.com/rtr/index.php>



MONTANA BMW RIDERS NEWSLETTER

2020 Ride & Meeting Schedule (Revised 1 July 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	Winninghoff Park	Sunday	Noon
 June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
June	27th	Great Falls	BMW Rally Beer Tent	Saturday	1:00 PM
 July	26th	White Sulphur Springs	Snook's Diner	Sunday	1:00 PM
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

Billings Centric Rides - 2020



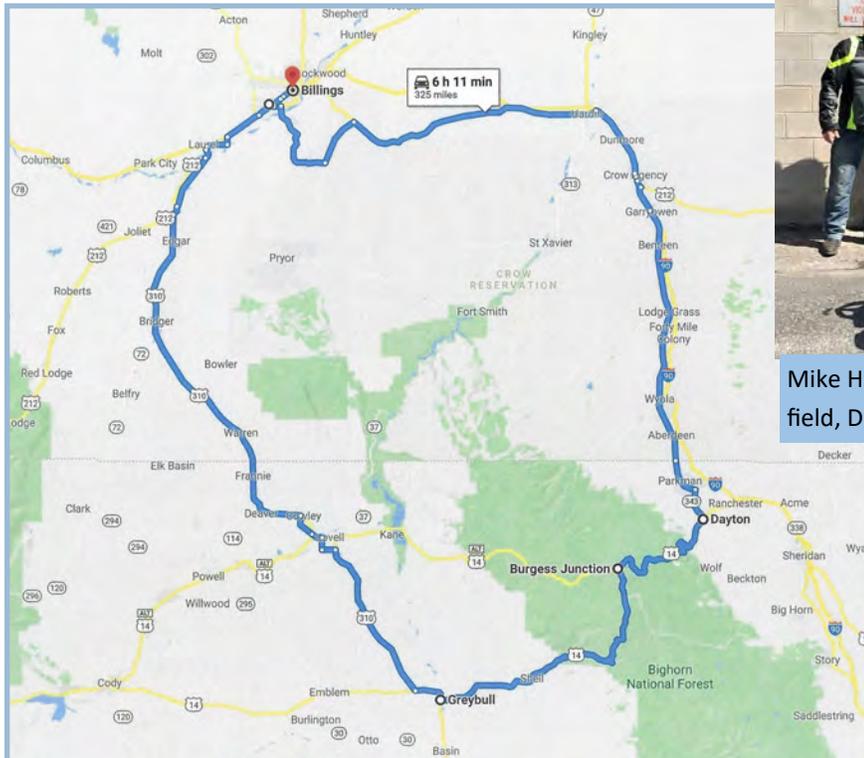
Mike

In 2019 the members from the Billings region organized a series of rides in the south-central part of Montana. For 2020 those members are developing another series of rides for whom ever wishes to participate. The actual routes are 'work-in-progress' (*read—a reason to get out and just ride*) but will generally resemble the descriptions and routes shown below.



Pat

For those rides using Billings as the starting point, riders will meet in the Costco Parking lot, 2290 King Avenue West in Billings. There is a restaurant, the Rendezvous at the north end of the parking lot for those who want breakfast. Clutches out at 9:00 AM for the rides. Obviously these will depend on the phase of re-opening and your own comfort level to attend. Your ride leader will be **Mike Hofferber** except for the Big Horn ride. **Pat Endres** will lead that ride.



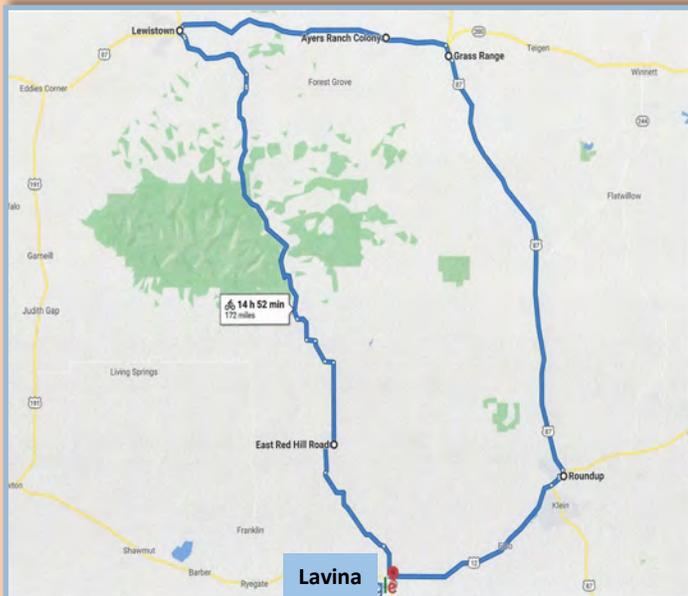
Mike Hofferber, Gray Armstrong, Pat Endres, Paul Butterfield, Dick Smith and Jim Harr.



July 18, 2020 Ride - Billings to Dayton, Wyoming then west in the Big Horn mountains to Burgess Junction. Burgess to Greybull includes some twisties on a mountain pass. Lunch in Greybull. Group split up after Burgess - Three took an off-road route on the east side to Dayton.

MONTANA BMW RIDERS NEWSLETTER

Billings Centric Rides - 2020 (continued)



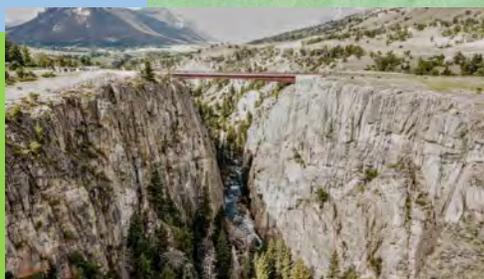
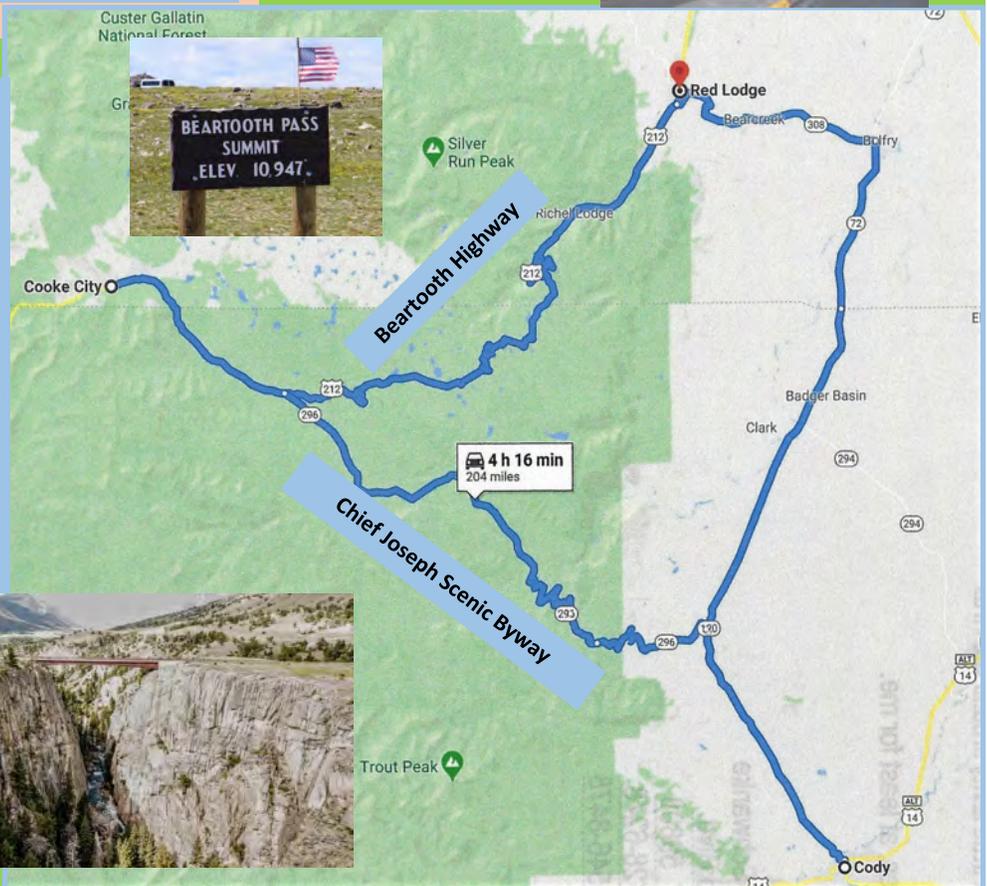
September 19, 2020 - Billings to Lavina (42 miles paved road) then Lewistown via East Redhill road, 67 miles of good gravel road. Lunch at the Central Fee Grilling Company in Lewistown. The Lewistown-Roundup-Billings leg is 135 miles, all paved. Ride duration is about six-seven hours.



August 15, 2020 - In conjunction with the Beartooth Rendezvous. Meet in Red Lodge at the Red Lodge Inn.

Red Lodge south up to the Beartooth highway to Cook City, Beartooth Highway back to the intersection of Chief Joseph Highway. Chief Joseph highway to Cody, Wyoming. Lunch in Cody.

Cody to Red Lodge or Billings, or like last year due to weather – in reverse. This is a full day, one of the best rides in the country.



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

2019 BMW F850

Purchased October 17, 2019

VIN: **WB10B1901KZ790813**

Current Mileage 3,300

The bike will be sold with:

- Garmin GPS,
- two side bags and top bag,
- skid plate,
- lg foot pegs,
- headlight protection,
- tall windshield,
- lowered seat and the original seat and,
- crash bars.

Clear title.

Price: **\$14,995** Cash Only

CONTACT

Jim Haar

hymark25@gmail.com

406-702-0225



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS

Fellow MTBMWR members:

I have for sale a 2007 F650GS. This motorcycle was purchased from Annie and Kevin Huddy in the Fall of 2017. Approximately 21,500 miles. I don't have the actual mileage as I write this. It's in the back of my garage, covered, with a few other motorcycles I seldom ride - those of you who have seen my "fleet" will understand - and would require me to move about four or five bikes to access it, but 21,500 is an accurate estimate.

Brenda bought the motorcycle after having completed both the Basic Rider Course, and the Advanced Rider Course. At the time she had previously ridden only as a passenger. She is one of those people you occasionally encounter who are a natural; she rides intuitively well, and she did great in both classes, especially the ARC. Some very experienced riders in the ARC commented that they were surprised she was a new rider. Annie Huddy was not using her F650GS and offered to sell it to Brenda.

Brenda rides it quite proficiently, but has ridden the bike very little. She frankly does not enjoy riding on the street in today's traffic environment, so has decided to sell it.

The Huddy's purchased the motorcycle new when they were living in Fairbanks. It has many functional additions, nicely and sanely equipped as one would expect of a motorcycle owned by them. It has the "Low Frame Option", BMW "Premium Package", ABS, center stand, Jesse bags, Corbin saddle, aftermarket windscreen, aux lighting, engine/radiator/center stand protection, hand guards, heated grips, etc. These are but a few of the additions that sold us on buying the motorcycle. It literally required me to do nothing to make it into a competent travelling machine. In keeping with the previous owner's meticulous record keeping, there is a 2-1/2 inch thick (I measured it - grin) 3-ring binder, well organized with records of all the additional equipment, and maintenance records. There are no mechanical issues; the bike is in good condition, needs nothing.

Brenda paid \$5,200 for it, and would sell it for \$4,750, which I believe is a reasonable and fair price, especially considering the bike's history, low miles, and how well it's equipped.

Please contact me for additional information and details. I would consider delivering the motorcycle within a reasonable distance from Helena.

Thanks.

Ken Conrad

East Helena

kcaf47@gmail.com



MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2020-2021

FULL YEAR—January through December

Full Page	\$100.00
Half Page	\$ 75.00
Quarter Page	\$ 50.00
Business Card	\$ 25.00

HALF YEAR— July through December

Full Page	\$ 50.00
Half Page	\$ 37.00
Quarter Page	\$ 13.00
Business Card	\$ 10.00

Artwork must be provided by advertiser in JPEG, TIFF or JNP format.

Artwork changes during an advertising year, will cost \$25 each change.

Montana BMW Riders does not provide artwork services.

All ads will be on a calendar year basis beginning in January of 2021. Ads will be billed to the advertiser in October of each year. Ads not paid by December 31st of each calendar year will be deleted beginning January.

Rates are subject to change with advanced notice

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HOLLY SILK

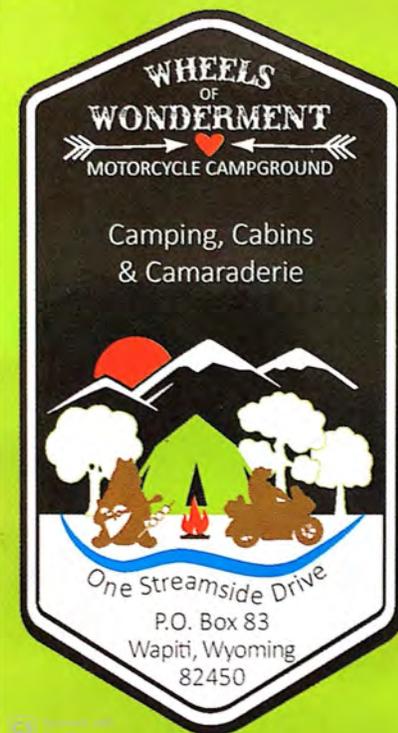
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MONTANA BMW Riders**

**We're on the Web:
www.mtbmwriders.org**

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.

PRESIDENT: CHRIS KEYES

Email: crkeyes@icould.com

VICE PRESIDENT: MARK D. JOHNSON

Email: jeepin77cj@hotmail.com

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Kalispell, Montana 59901

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Email: lemkent@live.com

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BMWMOA—REGIONAL COORDINATOR: TOM MOE

Email: Tom.moe@sbcglobal.net

BMWMOA—AMBASSADORS: KEVIN & ANNIE HUDDY

Email: huddykl@gmail.com or huddya@hotmail.com

CLASSIFIED ADS FOR THE WEBSITE: MIKE WRIGHT

Email: mikewinmt@gmail.com

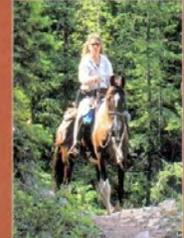
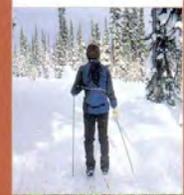
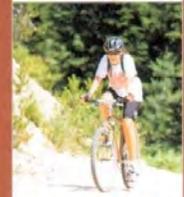
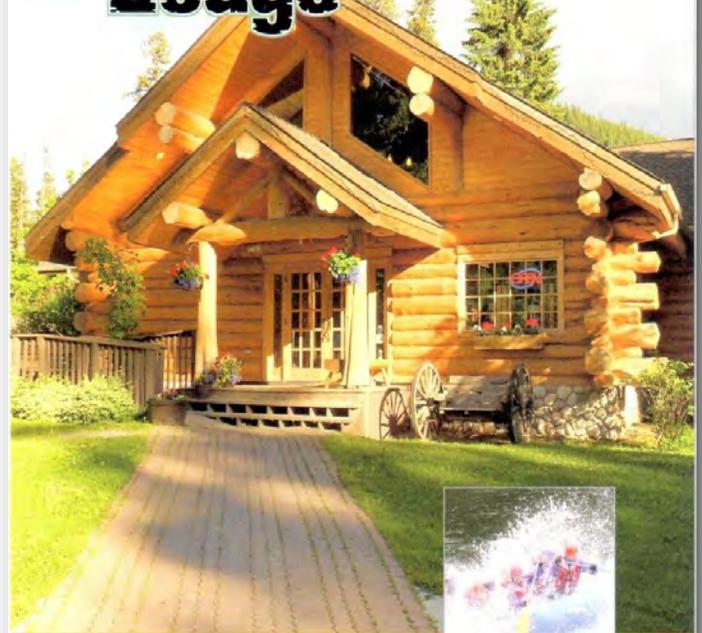
Items for the newsletter are welcome and may be emailed to either:

(R_G_French@msn.com) or

(RGFRENCH1937@gmail.com)

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MONTANA BMW RIDERS NEWSLETTER



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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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