

# MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club  
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830

*Next Meeting*

*Ovando*

*Trixi's*

*1:00 PM*

*October 18, 2020*

**-HOME OF THE NEXT BEST RIDE-**

## President's Corner



Hello, my name is Chris Keyes and I have a problem. Some say it's not a problem, it's a healthy and harmless hobby. But can those people be trusted? They seem to suffer the same affliction, and their perspective is no clearer than a fogged-up visor. See if this mania sounds familiar to you, and maybe together we can find a therapist who will offer us a club discount.

It starts with a single place in Montana, or Idaho or Wyoming or Canada – a place mentioned just briefly in passing conversation, on the radio, in the newspaper, or on a chat board. Not necessarily a special place, just some place I've never seen, and which is reached by a dirt road, or a curvy road, or a curvy dirt road. It continues with some daydreaming about what that place might look like, informed by memories and mental images of nearby places visited in the past. Curiosity tightens its grip and soon my feet are padding to the bookcase and map drawer to help focus the image. Those resources proving insufficient, my next stop is to a computer or smartphone – and that's when matters get serious. The cartographic tinder of Google Maps ignites a virtual journey that is as provocative as it is unsatisfactory. Soon this smoldering flight of fancy combusts into a burning need – not a desire but a need – to get to that place. This is no decision of free will, it's a command from a preternatural source that cannot be resisted. I must go there; and the rest is just details – when, how, and with whom.

With whom? Have you ever encouraged a dearly loved one to accompany you on an adventurous journey to someplace unfamiliar, only to find that Dearest expects you to know exactly how long it takes to get there, how comfortable or unpleasant the route is, and whether the place is even worth the trip? If you knew the answers to those questions, then it wouldn't be much of an adventure and you wouldn't be going there in the first place, would you? But you can't say that aloud. No, you must give your companion positive reassurances that reflect your own optimism, so you answer, "Not long at all! I'm sure it's fine! and Oh yes certainly!" And with that, you have just assigned the trip an unachievable standard. You have condemned your companion to hours (or days) of frustrated disappointment at best, and furious directional rage (your direction) at worst. It's a long return trip home, where you silently resolve, I will never again do this with my dearly loved one.

When next this situation arises, your choices are few: 1) desperately try to stifle the command to go to that place, 2) go there alone or, 3) recruit as your companion some other nut who shares your affliction. Finding that nut is a big part of what this club is about. You know the expression, "Even a blind squirrel finds a nut...." Stick around long enough and you'll find those nuts among these Montana BMW Riders. A cache of them are sure to be found at the back room of **Trixi's in Ovando on Sunday, October 18<sup>th</sup>**. So, you too had better plan to go there. And if not, then better make haste to your local mental health professional.

*Chris Keyes*, President  
Montana BMW Riders

# ***MONTANA BMW RIDERS NEWSLETTER***

**Secretary - Treasure's Column - Dave McCormack**



It's October and almost time to upend your penny jar for that magical \$15.00 you've been saving to renew your 2021 membership in the MT BMW Riders club. Maybe this year you feel you were cheated out of rides and meetings because of the COVID crisis and that you should get a refund. Not so fast, Buckeroo. We actually had meetings almost every month through the crisis (with a slight modification in some cases). Sure Lincoln and Philipsburg were lightly attended but Echo Lake, White Sulfur Springs, and Ennis all turned out large crowds of 'eager to ride' members. And, oh, by the way, \$15 has been the required dues amount for at least the last ten years. We've had your back all those years while the Cost of Living went up as did property taxes and fees for services. So don't gimme your whine. Why, I betcha you drop an easy \$15 on a breakfast at least once a month or two Lattes at the corner drive thru.

We're working hard on next year's plans with a watchful eye on the COVID crisis... but expecting to bring new and interesting activities to you in 2021, all for the same low price. You don't want to miss out on the things that make the club really fun...the newsletter, the monthly rides, the raffles, competitions, training scholarships, and other ideas that are still being tossed around. Your ideas are welcome too.

We've just received a new batch of club stickers, hot off the presses. We are generally only handing those out to new, first time members. The decision was recently made to provide a new sticker to those members who have sold a bike with a sticker on it, added a new bike, or have such a dirty old bike that sticker has lost its reflective aura. Drop me an email ([dhmcc@aol.com](mailto:dhmcc@aol.com)) asking for a new one with a picture of you with your hand over your heart swearing that you qualify. We'll ship it out or make sure to have one or two at all the next meetings. You must be a paid-up member to get this benefit.

One last thought... if you've changed a bike in your stables, changed a telephone number, an email address, or any other identifier, please go to the website ([MTBMWriders.org](http://MTBMWriders.org)) and fill out the membership form with just those changes and your name. That comes directly back to us and we promise to update it upon receipt. We'd like to know more about bikes you ride/own too. We also want to be sure we have accurate information on file as, from time to time, we send out an abbreviated list of members with their contact info to all members. If you support AMA or BMWMOA and have a member number, send it along on that form. We must have a minimum number of active members each year to hang on to our charters with both organizations.



***Dave McCormack - Secretary/Treasurer***

# ***MONTANA BMW RIDERS NEWSLETTER***

**Tom Moe - 33028 BMW MOA Regional Coordinator**



I know that in many of my columns I go on and on about joining and maintaining membership in the BMWMOA. The reason I do so is the survival of many clubs and organizations depends on membership and many organizations are suffering a decline in membership, people are not the joiners that they once were and some members are aging out. I know from professional experience as well that even professional organizations are suffering the same decline in membership.

The MOA has a targeted incentive package for **new members**. To take advantage of this send me your address via email [tom.moe@sbcglobal.net](mailto:tom.moe@sbcglobal.net) or text

**406-599-5226** and I will mail you the card you will send in to take advantage of this great incentive plan. I am hopeful we will gain some new members from this plan.

You will find many reasons to join or renew your membership in the promo piece from the MOA shown below.

Ride safe, keep the rubber side down.

*Tom Moe*

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## **Editors Corner**



In spite of the epidemic environment engulfing our riding area, our club members seem to have seemed to adapted the conditions, September was a jam-packed month with rides and activities. Great attendance at the club meeting in Ennis, some adventure rides into northern Idaho and the Christian Motorcycle Association's annual event in the Whitehall area are included in this month's newsletter.

An article I have wanted to do for some time is on the members who give back to their community from the vocal group playing and singing 1960's music or giving motorcycle rides to residents in nursing homes, to a member who takes disable people skiing. This month's article features **Paul Oliver** and his association with Angle Flight, a volunteer organization that fly patients to medical care specialist who might not otherwise be able to make the trip. Be sure to read about Paul's contribution.

*Editor*



# ***MONTANA BMW RIDERS NEWSLETTER***

**Tom Moe - 33028 BMW MOA Regional Coordinator - (continued)**



## **UP TO 750 REASONS TO JOIN THE BMW MOTORCYCLE OWNERS OF AMERICA!**

*The BMW Motorcycle Owners of America is a dedicated group of 30,000 BMW motorcycle enthusiasts who started with the same spark for motorcycling that you did. Our history dates back over 40 years to five friends who formed a motorcycle club just to stay in touch with each other.*

*Today, we are a network of riders across all 50 United States and ten Canadian provinces. We have members on all seven continents and it isn't possible to ride anywhere without finding a friendly face of the MOA. So what keeps these members coming back year after year?*

BMW Club  
Motorcycle Owners  
of America





# MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator - (continued)

## The BMW Owners News (ON)

Our monthly magazine only available to BMW MOA members comes to you as a traditional paper version or a digital edition. Every issue keeps you up to date on latest moto technology, gear, maintenance as well as upcoming new models from BMW Motorrad.

## BMW Owners Anonymous Book

Possibly the most valuable asset of being a member! The *Anonymous Book* lists thousands of members around the world who have volunteered to assist in cases of emergency. Or, to just hang out and talk when you roll through their town. The book only lists phone numbers by geographical location to make it easier to find the closest town to you when traveling.

## Access to the MOA Forums and Marketplace

The MOA Forum makes the collective knowledge of MOA members available at your fingertips! Need advice on travel, gear or maintenance? Stop by the Forum and ask away. And the MOA Marketplace is loaded with bikes, parts and gear with each ad from an active MOA member.

## BMW MOA National Rally

Our annual homecoming brings over 5,000 members together for three days of motorcycle nirvana! Many consider this the pinnacle of the riding season and incorporate the Rally into their grand tour plans for the year. Whether you want to stop in for a day or a week, you are sure to find friends at the BMW MOA National Rally.

## MOA Getaways

These events are designed to be a little smaller, more intimate and hotel-based events than the National Rally. Locations are chosen for their spectacular riding opportunities and favorite locations include Fontana, North Carolina, Copper Mountain, Colorado, Tomah, Wisconsin and Cambria, California. An MOA Getaway is the perfect weekend escape for you and a riding partner.

## Member Discounts

Want even more value from your MOA membership? Dozens of valuable product discounts are available to MOA members at [bmwmoa.org/discounts](http://bmwmoa.org/discounts). Most MOA members save more than the cost of annual membership by accessing just one discount.

## Contests, Raffles, and Awards

Multiple motorcycle raffles held throughout the year from the foundation. Many member awards (helping hands, key volunteer, friend of the marque, exemplary service, etc.)

## Roadside Assistance

The MOA has worked hard to provide Roadside programs geared towards motorcyclists! All road side plans cover up to 3 bikes (and no they don't have to be a BMW), come with free battery service, free flat tire service, free fluid service (gas, oil, etc.) and towing with coverage throughout the U.S. and Canada. And the Platinum program offers up to two tire replacements per year due to road damage! Roadside coverage comes in three distinct flavors based on your budget and needs:

Basic 25 – free towing up to 25 miles

Basic 100 – free towing up to 100 miles

Platinum – free towing up to 100 miles, 2 tire replacements a year (up to \$250 per tire)

## The Paul B. Scholarship

A program made available through the BMW MOA Foundation and offers motorcycle training scholarships up to \$250.00 for MOA members. Want an easy way to improve your riding skills and pay for your MOA membership at the same time? Take advantage of the Paul B Program!

**New BMW Motorcycle Discounts** are available to MOA members who have been active for one year or more. Depending on the model you choose, these discounts can add up to \$750.00 off the purchase price of a new BMW!

BMW Club  
Motorcycle Owners  
of America



VISIT [BMWMOA.ORG](http://BMWMOA.ORG)

# ***MONTANA BMW RIDERS NEWSLETTER***

**BMW AMBASSADORS - Kevin and Annie Huddy**



Many of us travel all over the country and in other foreign countries via motorcycles, thinking about our insurance coverage is probably not high on list when getting ready for a trip. Do you know the what the cost is for an ambulance ride? How about the cost of an emergency helicopter ride or medical jet? More importantly, do you know exactly for what and how much your current medical insurance will pay for that ambulance ride? Current rates for one medical helicopter flight....\$25,000-\$40,000. While living in Alaska and traveling through Canada to get to the Lower 48, we had Med Jet Assist. And we added the additional cost for extracting a motorcycle. In order to use the policy in the event of an accident we had to be a certain distance from home, we had to be physically unable to ride, and the motorcycle had to be non-roadworthy. At the time it was the best option we could find. Two years ago, at a BMW MOA Getaway weekend in Coeur D'Alene, we attended a presentation by Sky Med. Our Med Jet Assist had expired and we were exploring all options. Chris Durgin was the presenter for Sky Med. After listening and comparing, there was no doubt that Sky Med offered better and more in depth services. We were stunned at the differences and services that were included in the Sky Med membership. I do not sell insurance and am not here to sell insurance, BUT. I will tell you that a real person answers the phone 24/7/365, they make arrangements for flights, ground ambulances, return of your stranded vehicle (motorcycle, RV, auto, vessels), and companion transportation (your spouse, significant other, riding buddy), as well as minor children or grandchildren, even pets, if they are traveling with you. In one case the injured person was unable to fly due to a punctured lung so Sky Med arranged for them to be transported home via a Princess Cruise ship. Now that the riding season is winding down, take some time and do some research, really compare what is offered and read the fine print. For anyone traveling out of their home state or province, it is worth your time to do some investigation. Getting to the nearest medical facility is all well and good, but I want to get home. With SkyMed, now I know I will.

*Annie Huddy*

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## **Mileage Contest**



Ok guys and gals, the 2020 summer mileage contest is coming to a close October 15<sup>th</sup>. If you got your October BMWMOA magazine , you'll find the ending mileage contest form inserted in it.

We'll use the same cut-off dates as the national contest....i.e., final day for mileage will be October 15<sup>th</sup> and all entries need to be to me by November 15<sup>th</sup>. Entries received after that date, will not be eligible for "official participation" in this year's contest. If you're sending your ending mileage to MOA, then just send me a copy of that form. If you're not participating in the national contest, you can just send a ending form to me, or send me an email, snail mail, or back of a napkin entry stating your name, which bike(s) you are keeping ending mileage on and what the ending mileage for each was. I'll compile the final results which will be announced at the annual Christmas party. Remember, we award **\$75** to the outright winner, **\$50** to the "average mileage rider" and finally **\$50** to a name drawn from the hat at the Christmas party of the remaining "official participants". (That universe of names will exclude the outright winner and the average mileage rider, so there is an excellent chance for someone to take home \$50 for sending in the paperwork!)

While we've certainly had an unusual riding year, social distancing definitely has not prohibited riding motorcycles and the last two months have been pretty darn nice for riding. So...looking forward to hearing from each of you..(and seeing you at the annual Christmas Party!!)

*Larry Banister*



# MONTANA BMW RIDERS NEWSLETTER

## Mileage Contest

### 2020 BMW MOA SUMMER MILEAGE CONTEST

(Contest ends Saturday, October 31, 2020)

BMW MOA# \_\_\_\_\_ Female \_\_\_\_\_ Male \_\_\_\_\_

Name \_\_\_\_\_

Street \_\_\_\_\_

City \_\_\_\_\_ State/Province \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_ E-mail \_\_\_\_\_

Chartered Club (provide MOA Charter Club Number) \_\_\_\_\_

Do not mail finisher pin

**NOTE:** The annual contest is intended to record miles ridden on BMW Motorcycles.  
Please specify if **Miles or Kilometers** on all readings.

YEAR	MODEL	ODOMETER READING	MI / KM

#### Verification:

Two (2) signatures by BMW MOA members (not immediate family) or one (1) signature by an MOA Chartered Club Officer or Director, MOA Officer, Director, Ambassador, BMW Owners News Staff, BMW Dealer or Notary Public.

**Contact Mileage Contest Coordinator at [jimlow@bmwmoa.org](mailto:jimlow@bmwmoa.org) with questions**

1. \_\_\_\_\_  
Signature BMW MOA # Date

\_\_\_\_\_  
Address City /State / Zip

2. \_\_\_\_\_  
Signature BMW MOA # Date

\_\_\_\_\_  
Address City /State / Zip

Signature of Entrant: \_\_\_\_\_

The annual contest is intended to record miles ridden on BMW motorcycles  
BMW MOA does not encourage unsafe riding practices. See reverse side for guidelines.

**Must be postmarked by November 15, 2020**



# MONTANA BMW RIDERS NEWSLETTER

## GS's 40th Anniversary

*In response to my call for GS stories as part of BMW's 40<sup>th</sup> anniversary of the "GS" moniker and concept, many of you responded with photos, shown below and stories of your GS travels. The latter is reported elsewhere in the Newsletter. Editor*



1981 R80 GS purchased new in Missoula Sept 1982 when we returned from our Honeymoon. We are leaving Missoula here to catch a plane in Calgary; we toured the Alps in 1985. In 1989 I sold to second (and current) owner **John Beyrau**. John converted to a P/D. He displayed it at "Spirits & Spokes" 2019 shown in the photo below.

**Kim Lemke**—Historian



Kim with his 1981 R80GS just as he brought it home from Smith & Jones Coachworks, the forerunner to BIG SKY MOTORSPORTS.



**Pat Endres** and his "Old Faithful."



# MONTANA BMW RIDERS NEWSLETTER

## GS's 40th Anniversary (continued)



Alastair MacLean's sidecar version (2017 photo)



Alastair and another GS at Huddy's Tech Session (2017 photo)



A GS ready for the Little Belt mountains.



A GS with attachment captured in the City Brew parking lot.

This one, on the right, appeared on the GS Giants Facebook page, owned by Mike M. Paull and displayed at South Sound Motorcycles, Fife, Washington. A 2011 BMW R1200GS Adventure with a Stepler Sidecar imported and built by LBS-SIDECARS USA.

*I wonder if BMW envisioned this in 1980 as they contemplated the introduction of the GS concept? (Editor)*





# MONTANA BMW RIDERS NEWSLETTER

## GS's 40th Anniversary (continued)



**Mike Wright's** very experienced GS, noted for rarely getting washed except for impromptu creek crossings, and for executing a back flip, July 2017. The only injuries were pride and a cracked valve cover, the latter repaired quite well with *JB Weld*.



**Dick Smith's** R1250GS, perhaps the classiest GS in our group.



...or a GS with metal boxes all around may just belong to our steel fabricator and welder member.



# ***MONTANA BMW RIDERS NEWSLETTER***

**Letters to the Editor - GS's 40th Anniversary - Miroslaw Sochanski**

Editor's Note: Miroslaw Sochanski, a new member from Great Falls, has not been able to attend any club functions, but contributed the following article of his life's ride on BMW GS's.

## **My 25 years of owning a GS**



In Europe, where I come from, Paris Dakar Rally always had a cloud of the toughest moto sport event, and BMW motorcycle wins in the 80's made me very aware about GS bikes, since all cars, and motorcycles which participated, and even more so - won the event, were always admired and discussed at length.

Living in Utah, I had a friend who owned a 1985 R80GS. When I finally saw it in person, a legendary bike to me, I started to look around for one for myself, since my first motorcycle, a Kawasaki 440 was left behind in Connecticut. Unfortunately, could not find any for a long time, and finally the BMW of Salt Lake, at that time on Redwood Road was to get two 100GS PD bikes. Despite the fact that they were already spoken for, I visited the store to see them

and the owner, to my surprise said that one of the buyers backed out, seeing how tall is the bike, and the second one was being sold to Harrison Ford at Jackson Hole.

The owner, nephew of the famous Russian World War II writer Polevoy, who always praised pilots war bravery, said, "I am sure you can handle it." I did sit on the bike, loved it and before I realized I was the owner of the sparkling new black 1995 100GSPD bike. It was an ad hock decision and I had to explain to my wife that I could not refuse it since it was said on the bike PD – Polish dude ;-).

Still in Utah managed to go to BMW Rally in Missoula, and we moved on, first to Kentucky where I was able to see back roads of western Kentucky and, then to Chicago from where I made yearly trips to Utah, or Wyoming to ride with my mostly BMW riding buddies. On one of those trips as I pulled to Salt Lake City my bike died and could not restart it. Make the long story short it was an alternator that died. Bike was towed to the dealership, and since they did not have alternator in stock, and we were to take off next day to southern Utah I made a quick decision to trade it in for 1100GS. I was toying with that idea for a while, because of the fact that on the 100GS, especially in the cross-wind, bike's rear wheel was consistently wobbling above 80mph.

My special edition 1100GS was much smoother, beautiful, and more powerful so I could keep up with others who rode K or RT bikes, with no wobble over 80 miles per hour speed. It was fun and I kept on riding it, time allowing.

Meanwhile in Illinois I started to service my bike at the suburban BMW dealership Cycle Works in Barrington and made friends with Kaptur brothers who owned that dealership for years. Servicing the bike, I got the chance to ride home on different BMW bikes, but even a 1150 did not feel that much different, that would make me think to upgrade, especially that 1150 felt much heavier than 1100.

In April 2008 I took 1200GSA for a test ride and suddenly felt that this is it, as long as I get some handlebar risers and lower pegs, for my 6'4' height and 190lb frame. As I was doing my yearly pilgrimages to the West, my wife finally allowed me to get a second motorcycle to park in Utah, and I bought a used 2008 GS from a charming older gentleman from Indiana. The bike had barely 12 thousand miles on it.



# ***MONTANA BMW RIDERS NEWSLETTER***

## **Letters to the Editor - GS's 40th Anniversary - Miroslaw Sochanski (continued)**

I tried to hone on my riding skills, and I went to Spartanburg, South Carolina for a rider learning course, and shortly after to Rawhide Riding course in Mojave Desert, both on rented bikes. Kept riding long distances and did some gentle off roads like Pony Express trail, Burr trail, Cathedral Valley, etc. in Utah trying not to trash my bikes, since I liked their ability as much as their looks.

As we moved to Idaho, my yellow GS got new suspension from Touratech to match the height of GSA suspension and without much thinking, took it for an off road in Idaho with a group of BMW enthusiasts. This time for a more remote off roading, failed to notice that the biggest bike anyone was riding was a 650GS. By the end of the day I could barely feel my hands, though still very much upright. Building confidence with my bike, but not with my judgment.

I kept making day trips with a couple of excellent riders, both on single cylinder BMWs, around Idaho and Washington. At some point I suggested, that since they make long trips, they should look for an upgrade to 1200 or 1250GS. As it finally happened, we went for a ride, and at the remote gas station we spend about 15 minutes because Mike forgot to bring the manual to find on which screen is the gas tank release, that and the fact that we were able to cruise at the same speed, did cool down my idea to move up to the newer GS model.

Maybe, I make my own philosophy to keep what I have, but so far my 2008 GSA and GS work for me, ergonomics with handlebar risers, lower pegs, higher suspension, in mostly analog bikes with less weight than current 1250GSA cools down my desire for newer bikes. I am ready to sacrifice smoothness of the new era's GS and GSA.

Our contemporary GS bikes dwarf original R80GS motorcycles and they grew so big that they are not even part of Dakar Rally anymore, which also, changed quite a bit since. Yet GS bikes and Paris Dakar rally have common history. The Rally helped to create what we now cherish - GS class of the BMW bikes.



*Miroslaw Sochanski*





# ***MONTANA BMW RIDERS NEWSLETTER***

**Letters to the Editor - GS's 40th Anniversary - Chuck Reaves**



Styles of motorcycles have come and gone over the years. When I started riding in the late 90's cruisers were the dominant platform. Any Harley Davidson was selling over listed price because of the demand. Then sport bikes were all the rage and if you could afford the insurance (usually meaning you were age 50 plus) there were many choices.

The past few years it's been the dual sport. Much of that evolved when BMW developed and began selling the R80GS 40 years ago. At that time the BMW

design team was asked to enhance their stodgy image. Though the GS was possibly ahead of its time in 1980, the BMW GS over the years has fulfilled that order in spades especially the past 20 years.

Kudos to several other manufacturers but with the BMW GS evolving and improving for those 40 years, it is now THE platform for many dual sport riders.

Like many, my move to Montana in the 70s was guided by my love of the out of doors. Though my initiation in the motorcycle fraternity started with an R1100RS, I soon realized that the versatility the GS offered could propel me to the backroads of Montana. I started with the smaller F650GS, a 2001, the first year of it being fuel injected. Love that bike and still have it. Have to admit this is the bike I load up as my go-to GS for discovering the back roads. My son Mike also loves riding and the out-of-doors. We needed a 100 per cent dual sport garage so we could travel together discovering back roads hither-and-yon. Sadly, to achieve that I had to say goodbye to the RS. Enter the 2013 R1200GS, first year of the wet head. Though the GS of course has the reputation as an off-road motorbike, the epiphany for me riding this bike was that the R1200GS is as comfortable a road bike as the RS. So owning the R1200GS became a big win-win; dual purpose-dual sport.

Favorite rides on both GS's would be the three Canadian trips son Mike and I enjoyed over three different summers touring, camping, sight-seeing and looking for the best pie Alberta and British Columbia have to offer. Part of the joy (and relief) of the ride was trading off saddle time between the 650 and the 1200. As only BMW owners can appreciate, though BMW makes a great bike there must still be an opening for a seat designer at the BMW factory. ;0)

Salutations to everyone. Be safe out there and lets hope the smoke and Covid-19 both clear out for next year.

*Chuck Reaves*



# MONTANA BMW RIDERS NEWSLETTER

## Angel Fight - Paul Oliver

We often poke a little fun at ourselves, as people with a pie and coffee addiction who just happen to ride motorcycles, or riders who will load their bikes with everything but the kitchen sink, ride 100 miles to sleep on the ground, eat condensed food and forego a hot shower. Yes, we are those people, but we are also people who give back to their community in many ways. One of those is **Paul Oliver** from Bozeman. You may remember Paul from the Fly and Ride article in the MONTANA BMW RIDERS November, 2019 Newsletter.

Paul and his flying SUV, as he calls his Cessna 206 Stationair, belong to **Angel Flight West**, a nonprofit, volunteer-driven organization that arranges free, non-emergency air travel for children and adults with serious medical conditions and other compelling needs. It is a network of 1,400+ pilots throughout the 13 western states who donate their aircraft, piloting skills, and all flying costs to help families in need, enabling them to receive vital treatment that might otherwise be inaccessible because of financial, medical, or geographic limitations.

Paul signed up with Angle Flight (AF) in 2018 because of his own experiences with medical issues, wishing to give back for what he had received, and to keep himself flying. The Angel Flight missions challenge him to fly at his very best. To deal with weather, logistics, communication and flying, he had to be at the top of his game to match the trust of his passengers.

He recently flew his fifth AF mission, taking a woman from Helena to Gillette where she was met by another AF pilot who would take her to South Dakota, and then a third pilot who took her to Rochester, Minnesota. A ground volunteer then took her to the Mayo clinic.

The AF missions are typically set up in relays like that, linking up to get them to appointments in Salt Lake, Denver, or Seattle. Many are a parents accompanying a baby or child with issues.

This mission, the route and the passenger are show near by. Paul noted that because of the smoke, he followed the valley from Helena to Bozeman, then to Fort Smith, then a turn to Gillette, Wyoming. On his return from Gillette he flew north to Broadus, Montana, for cheap fuel that saved \$75 (*his BMW characteristics kicked in*), then on home in heat, smoke, and headwinds. The whole mission was 6.8 hours on the meter.



*Editor*



# MONTANA BMW RIDERS NEWSLETTER

Random Photographs from the Road - Our Summer Rides



Annie Huddy and her Ural somewhere along the Missouri River.



His mother said, "Take up sightseeing, motorcycles are much too dangerous". This photo taken by the Huddys on a meandering run along the Missouri River.



Greg Hintz stopped long enough on his Honda Goldwing to record the 100,000 mile event



Mike Hofferber's camp bike



The Little Belt Ride in our rear view mirror.



# MONTANA BMW RIDERS NEWSLETTER

## Three Wheeler Corner



Kevin Huddy is considering this configuration as a 'trainer' for apprehensive sidecar passengers.



I saw this on a FACEBOOK post, the motorcycle will somehow accept a wheel chair. **Editor**



If you have and idea, go for it!



# MONTANA BMW RIDERS NEWSLETTER

## MONTANA BMW RIDERS MEETING—The Sportsman - Ennis

### About Ennis

Prior to the arrival of white men, Shoshone, Flathead and Bannock Indians hunted the Madison Valley. Due to fierce winters they were unable to make permanent homes in the area but came back each spring to enjoy the lushness and generosity of the land.

Lewis and Clark crossed the Madison Valley, where Ennis is located, in 1805, but it would be several more years before settlers discovered the area. Gold was discovered in Alder Gulch west of Ennis, in 1863 bringing on the rush west of adventures, miners, ranchers and businessmen. Madison County was created in 1864 in what was then Idaho Territory. The area was designated Montana Territory that same year.

Two months after gold was discovered in Alder Gulch, William Ennis homesteaded the site along the Madison River which quickly became the Town of Ennis, but it was not incorporated until 1956.

On September 13, twenty-three MONTANA BMW RIDERS members, 18 of whom rode their bikes congregated at the SPORTSMAN'S LOUNGE for the club's monthly meeting. The smoke haze was a bit thick but that did not seem to dampen the enthusiasm.



Paul Oliver and Mike Kreikemeier, (Bozeman) and Lance Lerum, Townsend.



From the head of the table, John Wing, Mick Baughman, Dave McCormack, Mark Elizzey, Pat Endres, Sandy Knutsen and Brian Campbell.



Kim Smolt  
(File Photo)



Joseph Puglielli standing behind his new KTM 790.



Dan Mainwaring and Mike Meredith suiting up for the ride home, in the smoke.



Mike Hofferber



Ken Conrad on his relatively new Moto Guzzi.



# MONTANA BMW RIDERS NEWSLETTER

## MONTANA BMW RIDERS MEETING—The Sportsman - Ennis (continued)



**Rod Ypma** from Harrison with his spotless K1600



**Dave McCormack** introduced his new CAN AM Spyder to his fellow club members.



**Joseph Puglielli**, Whitefish and **Lynden Clark**, Missoula. Joseph made the 325 mile ride from Whitefish and was planning to lay over in Missoula. Lynden's ride is recorded elsewhere in this newsletter.

Multiple Stops 450 Mi

List 7 Hours 17 Minutes Light Traffic Start



**Greg Hintz**, Honda Gold Wing did a circular route to and from Ennis.



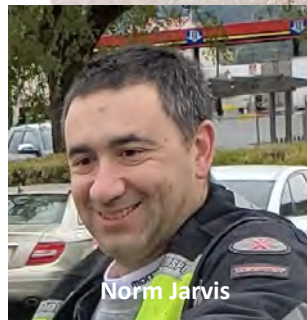
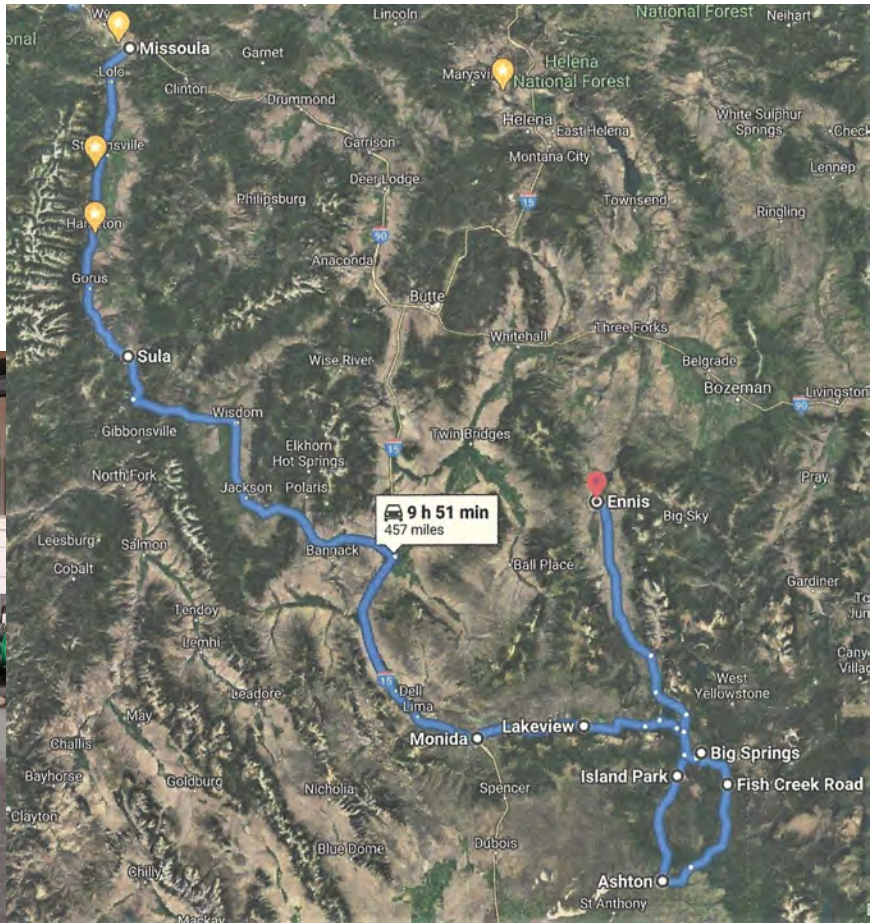
**Mark Johnson**, with his head down, **Joseph Puglielli** and new member **Al Murray**, Helena (BMW R1100RT).



# MONTANA BMW RIDERS NEWSLETTER

## Reports from the Road - Lynden Clark

Lynden Clark's trail to Ennis was from Missoula to Ashton, Idaho where he met up with Chris Keyes, Norm Jarvis and Pat Endres. There planned camping was overruled by local reports of grizzly bears in the area; hence, the opted for a local motel. *All photos are by Lynden Clark.*



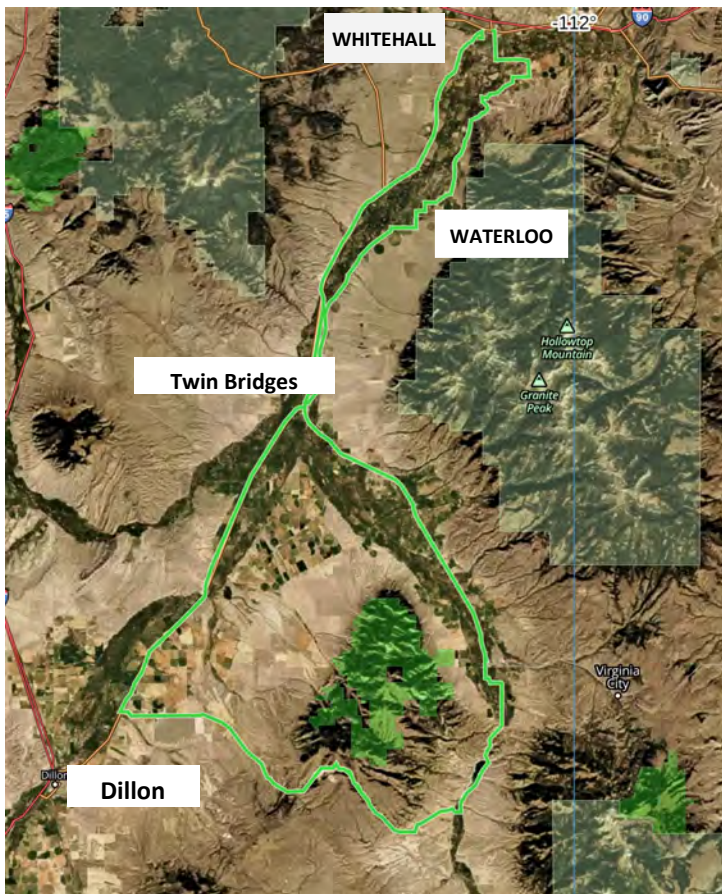


# MONTANA BMW RIDERS NEWSLETTER

## Reports from the Road - The CMA Montana 2020 Roads and Trails - John Webster

September 10<sup>th</sup>-13<sup>th</sup> found the Christian Motorcyclist Association of Montana hosting it's second annual Roads & Trails event. What ever you ride, there was a place for you. From highway, dual sport, dirt, 4-wheeler, or side-by-side, the Whitehall area is loaded with awesome riding opportunities. I took part in the dual sport rides on Friday and Saturday.

Friday found four of us, including myself and Larry Banister, riding the backroads from Whitehall to just North of Dillon and back to Whitehall. Along the way we went by a natural hot springs on the Jefferson river between Whitehall and Waterloo. Found a rather large penguin that was pretty awesome. We continued on to Waterloo and on the back roads all the way to the Round Barn just North of Twin Bridges. The barn is on the national historic register as the location where the only Montana raised Kentucky Derby horse was raised. Quite a story and worth the drive to see this barn that was built in 1882. From there we continued to Twin Bridges and then to Sheridan. We had lunch in Sheridan at a park next to a home where Larry's son used to live when he was stationed there for the forest service. We continued on to Alder and turned South to the Ruby Reservoir. The fields were still almost emerald green



and the deer stayed on their side of the fence. Once we hit the reservoir it was like a new desert world. Water in the reservoir but everything else very dry. At the South end of the reservoir we turned West and took the road for 33 miles up and over the continental divide to Highway 55. At the top of the pass we were over 8000 feet. The East side of the pass has some rocky areas but this rookie and Winnebago road guy **Larry** made it to the top without tipping over. **Victory!** Descending the West side we passed a huge open pit mine that none of us were aware of. It is almost at the top of the pass. From what we could tell it appeared to be a talc mine. As we descended the road became almost like a Highway. It appears the mine trucks haul from the mine all the way down the road about 15 miles to their equipment yard. From there we continued to Highway 55. Took in some well deserved liquids and blasted off on Highway 41 to Highway 55 and back to Whitehall. Ride was about 6 hours with lunch and 145 miles.



# MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - The CMA Montana 2020 Roads and Trails - John Webster (continued)



*Spokane* was a [chestnut thoroughbred stallion](#) foaled in 1886. Winner of the [1889 Kentucky Derby](#), he was owned and bred by [Noah Armstrong](#).<sup>[1]</sup> of [Montana](#).

*Spokane* is the only horse foaled and trained in Montana to ever win the [Kentucky Derby](#). He did it in 1889, the same year Montana was admitted to the [Union](#). Ridden by [Tennessee](#) native Tom Kiley and sent off at 16.4:1 odds, *Spokane* defeated the heavily favored colt, [Proctor Knott](#) and set a new Kentucky Derby record for 1½ miles at 2:34.50.

The barn in which *Spokane* was born, the [Doncaster Round Barn](#), located about two miles north of [Twin Bridges, Montana](#), has been placed on the [National Register of Historic Places](#).<sup>[4]</sup>

Data courtesy WIKEPEDIA.

Saturday found two of us riding a similar route that some of our BMW members road last year. We left Whitehall and headed South of town again. At the intersection about 5 miles South of town we turned East this time. Note if it is raining or has rained recently do not take this road. It is clay and almost impassable. The road was dry however and we had some great views of the Jefferson river and Whitehall valley. We stopped at the South Boulder cemetery which is quite a site with the Lewis & Clark Caverns gateway silhouetting this peaceful place. From there we took a short jaunt South on Highway 359 to the South Boulder road. I lived in Whitehall for 20 years and have been up the South Boulder many times. However, I never took the road all the way across to Pony. Again this is an awesome ride with some great photo opportunities. A little rocky on the downhill side heading into



Pony but other than that, a great road. We stopped in Pony and were planning on hitting the same farmers market we went to last year. However Covid claimed the market this year and it was canceled. Maybe next year. We ate lunch in the city park which is well



kept and had plenty of shade. From there I swapped my KLR for my friends Africa Twin. Bad move on my part. That bike is awesome. We road to Harrison and took Highway 287 to Sappington Junction then continued towards Three Forks. A couple of miles South of the intersection that takes you to Three Forks is Milligan Canyon Road on the West side of Highway 287. We traveled all the way through the canyon to the intersection with I-90. We stayed South of I 90 and took Cottonwood Canyon road which parallels the South side of I-90. The road turns and goes under I-90 through a long dark culvert. Then we descended into Cottonwood Canyon. This is an awesome little canyon and happens



to be where I harvested my first deer about 40 years ago. Once we cleared the canyon we took backroads again into Whitehall. Total trip was about 85 miles and around 5 leisurely hours.



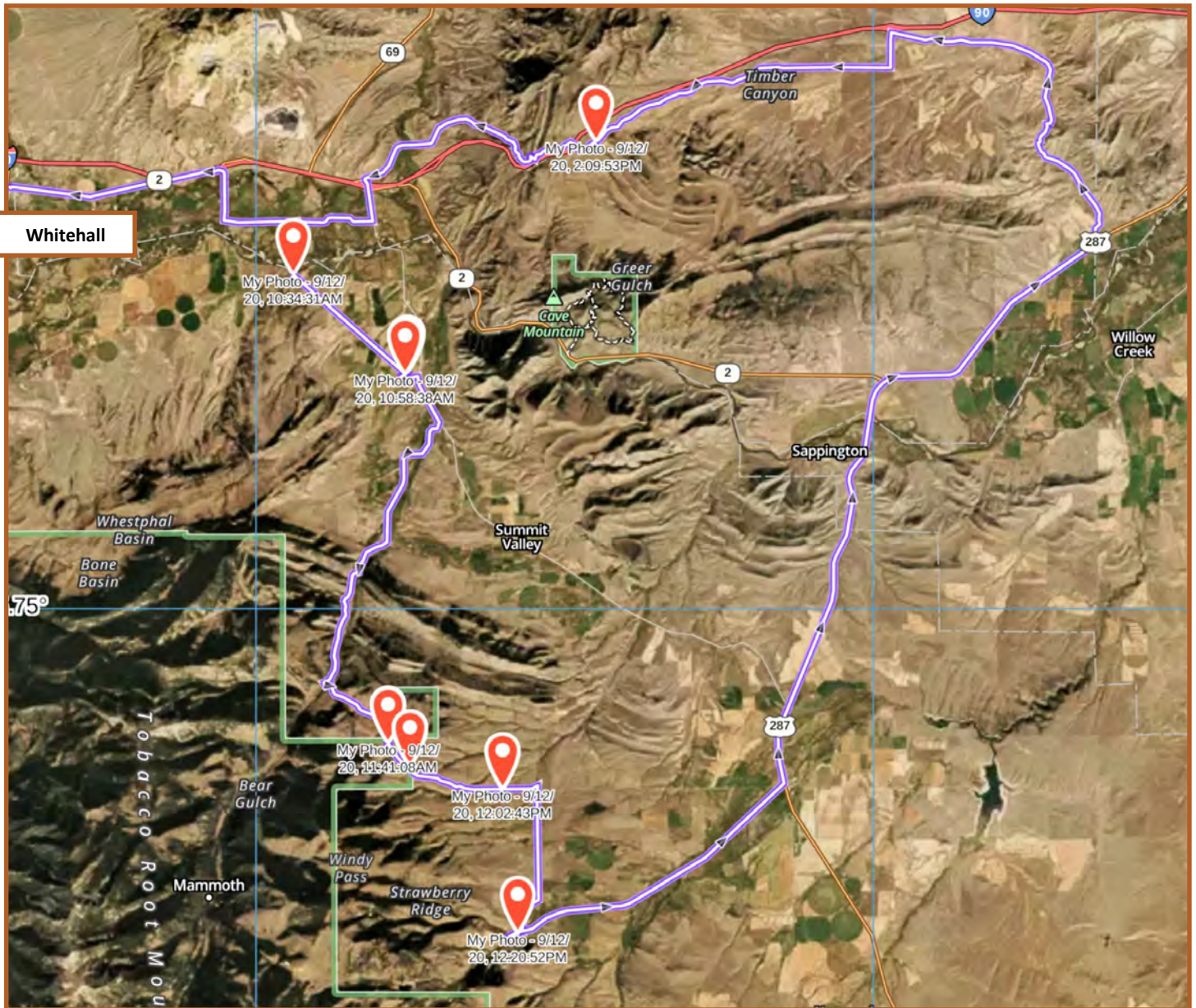


# MONTANA BMW RIDERS NEWSLETTER

## Reports from the Road - The CMA Montana 2020 Roads and Trails - John Webster (continued)

CMA Montana will have our Roads and Trails event again next year. Location is to be announced but it will remain the weekend after Labor day so put it on your calendars and let's ride.

*John Webster*





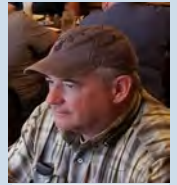
# MONTANA BMW RIDERS NEWSLETTER

## 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.



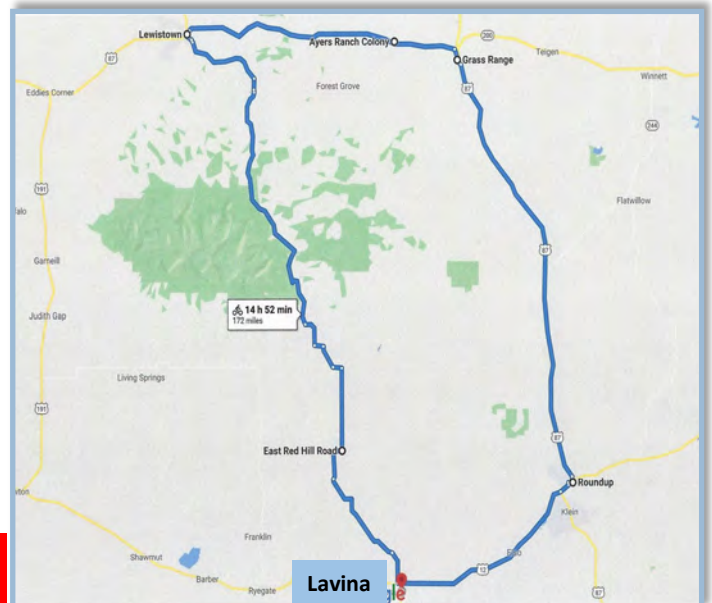
Pat

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.

Red Hill Road is included in eleven recommended scenic routes in Montana. Quoting from the Only in Your State website, *"Starting in Lewistown, head south on Highway 238, also known as East Fork Road. When the paved road ends, you'll reach East Fork Dam. The name of the road then changes to Red Hill Road and parallels the East Fork Big Springs Creek. If you follow the route all the way to Judith Gap, you'll see some breathtaking views of the Big Snowy Mountains."*

*Editor*

**Mike Hofferber reported this ride was terminated early, smoke, haze and generally foul weather lead the riders to simply follow the blacktop home.**

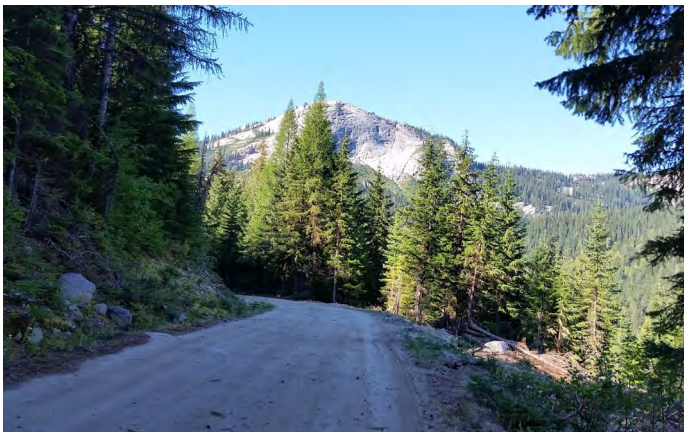


**September 19, 2020** - Billings to Lavina (42 miles paved road) then Lewistown via East Redhill road, 67 miles of good gravel road. Lunch at the Central Fee Grilling Company in Lewistown. The Lewistown-Roundup-Billings leg is 135 miles, all paved. Ride duration is about six-seven hours.

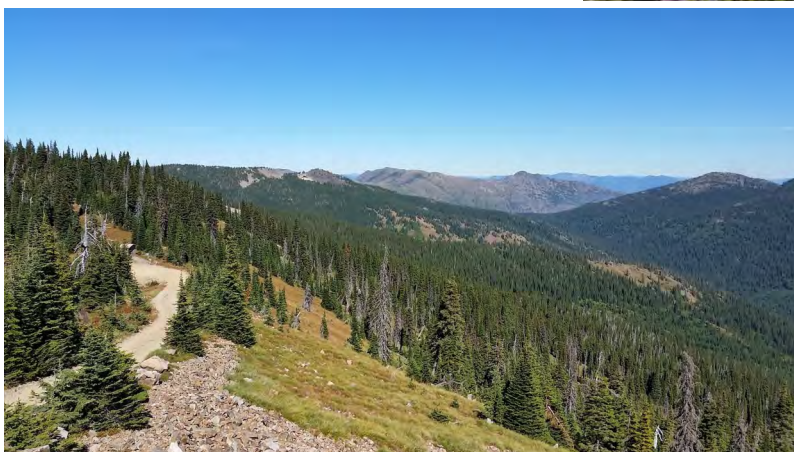
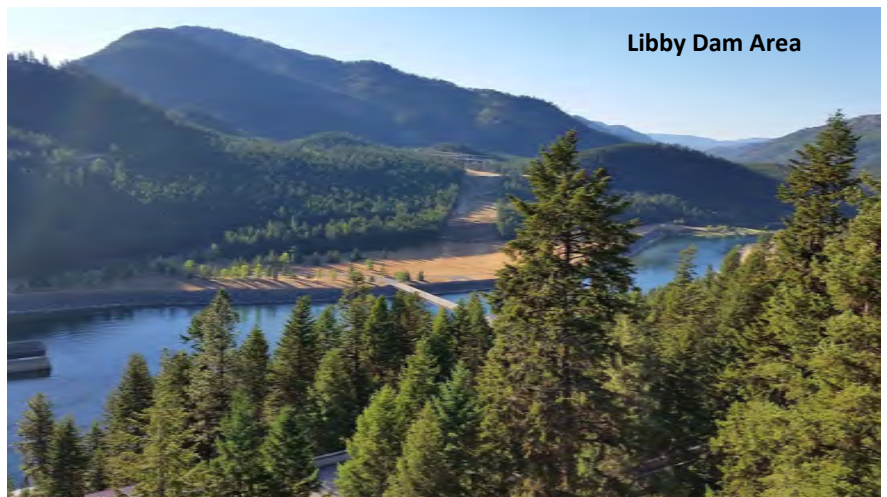
# MONTANA BMW RIDERS NEWSLETTER

## Reports from the Road - Robert Carpenter, as transcribed by the editor

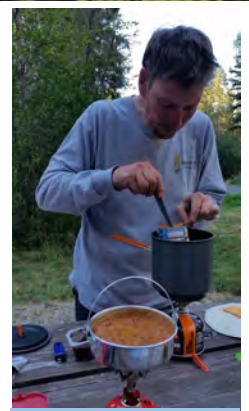
Robert Carpenter and John DiBari teamed up to ride Section 8 of the Idaho Backcountry Discovery Route (Butler Maps) which begins in Clark Fork, Idaho on the west shore of Lake Pend Oreille. The first day got them to Roman Nose campground on a road other than the "Expert Only" shown on Butler Maps. If the road was expert only, the camp could have been designated 'hard core only' with minimal facilities. The plan was to ride to the north end of Section 8 at the Porthill, Idaho/Canadian border crossing. A washed out bridge on one of the backroads ended the Section 8 ride at Bonners Ferry, redirecting the ride to Yaak, Montana along NF-92, (also listed as Highway 508, and on to the west side of Lake Coocanusa to the Libby Dam. A second night of camping, at McGillivray Campground provided a few more creature comforts.



The trip concluded with a run down the Thompson River Road, about 40 miles of good gravel road, to Highway 200 and then home. *(All photos by Robert Carpenter)*



Robert Carpenter





John as camp cook.



# 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
<del>April</del>	<del>19th</del>	<del>Townsend</del>	<del>The Mint</del>	<del>Sunday</del>	<del>1:00 PM</del>
TBD	TBD	Helena	Huddy's	Saturday	All Day
 May	17th	Phillipsburg	Winninghoff Park	Sunday	Noon
 June	20th	Big Fork	Echo Lake Café	Saturday	1:00 PM
<del>June</del>	<del>27th</del>	<del>Great Falls</del>	<del>BMW Rally Beer Tent</del>	<del>Saturday</del>	<del>1:00 PM</del>
 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***

## **CLASSIFIEDS**

**AUTHORITY FOR SALE: 1997 BMW R1100RT-P**

**Special MTBMWR price: \$2,500 firm**

Traffic slows and eases over to the right as you approach from behind aboard this glossy black and silver road missile. According to the PO, I'm the 3<sup>rd</sup> owner of this single-spark 5-speed oilhead since its retirement from the Oregon State Police. Acquired in 2011 with 98,274 miles; current mileage is 122,795. A 3-ring binder of all my maintenance records comes with the bike. The few repairs were done by either John Munch's Motorcycle Werks or Big Sky Motorsports. I'm parting ways with this sexy beast because logic has defeated passion: I enjoy my R1200GSA too much, and I need garage space for a bike lift.



The police model has the standard R1100RT stuff (heated grips; power windshield; ABS) but is better in several wonderful ways: 1) glorious spoked wheels; 2) 18" front wheel versus the standard 17" (ride up over curbs in pursuit of miscreants); 3) integrated locked radio box in lieu of a rear seat (no passengers); 4) European switchgear and lighting settings - on/off/running; 5) precision speedometer; 6) BMW Comfort Seat ('comfort' meh, but it is wide); 7) 50-amp alternator; and 8) special front subframe w/ hardpoints. Upgrades/FARKLE's include: handlebar barbacs; LED driving lights; and AF-XiED O2 sensor manipulator to fine tune the air/fuel mixture. Comes with side cases, the original police light bar (though it doesn't fit over standard cases), plus a can of miscellaneous bits and pieces.

**Chris Keyes; [crkeyes@icloud.com](mailto:crkeyes@icloud.com); 406-529-5454**



# ***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](mailto: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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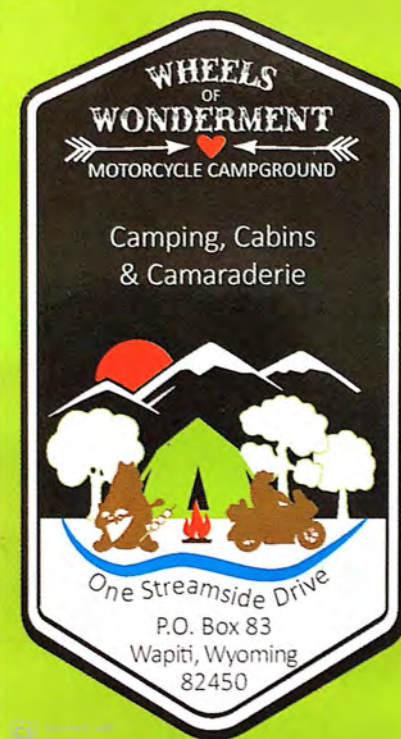
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# MONTANA BMW RIDERS NEWSLETTER

## MONTANA BMW RIDERS NEWSLETTER MASTHEAD

The Montana BMW Riders NEWSLETTER is Published Monthly.

Club Dues: \$15 per calendar year - Membership includes monthly electronic newsletter (or \$30 per year for snail mailed newsletter).

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

**PRESIDENT:** CHRIS KEYES

Email: crkeyes@icloud.com

**VICE PRESIDENT:** MARK D. JOHNSON

Email: jeepin77cj@hotmail.com

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**BMWMOA—AMBASSADORS:** KEVIN & ANNIE HUDDY

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

**CLASSIFIED ADS FOR THE WEBSITE:** MIKE WRIGHT

Email: mikewinmt@gmail.com

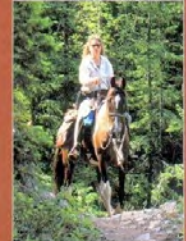
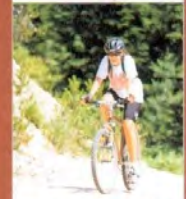
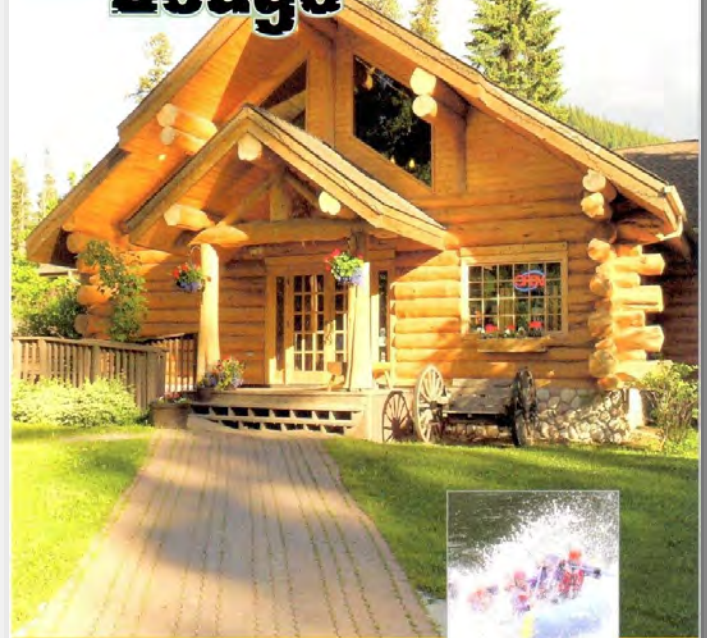
Items for the newsletter are welcome and may be emailed to either:

(R\_G\_French@msn.com) or

(RGFRENCH1937@gmail.com)

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# MONTANA BMW RIDERS NEWSLETTER



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Big Sky Motorsports still has 2020 motorcycles and riding gear. We have the most popular brands of riding apparel and helmets on sale now. So, its time to get geared up for fall and ready to ride.

As always our pricing is competitive with internet retailers, so lets keep it local and help support each other. Stop by the shop to check out all the new gear and let us save you some money.




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