

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



-HOME OF THE NEXT BEST RIDE-

President's Corner



I'm just back from a short expedition to California, an unfamiliar universe governed by its own physical laws and phenomena, where expressions like "spreading salt on the driveway" are foreign. California is an innovative, progressive place, so I took the opportunity to closely study their science-informed society, with an eye toward possible adaptations to our MTBMW gathering. I learned about California's Guidance for Private Gatherings, a set of COVID-19 mandates that supersede the basic 6-foot social distancing, masking, and hygiene precautions we employ here in Montana.

They include: 1) Gatherings that include more than three households (including hosts and guests) are prohibited, 2) All gatherings must be held outdoors (at least three sides of the space open to the outdoors), 3) Any food or beverages must be in single-serve disposable containers, 4) Attendees may go inside to use restrooms, as long as the restrooms are frequently sanitized, 5) Singing, chanting, and shouting are strongly discouraged; but if necessary, then attendees are strongly encouraged to do so quietly (at or below the volume of a normal speaking voice) and, 6) Gatherings should terminate within two hours.

Sadly, I did not find many of these guidelines readily transferable to the Montana BMW Riders. However, they did cause me to reflect on our current situation. A social club such as ours has one elemental function: to provide diverse opportunities for like-minded individuals to become part of a community whose members enjoy a shared passion – in our case, motorcycling. This year we've had to balance the responsibility to fulfill our socializing mission against the responsibility to keep our members safe. We canceled some events that couldn't be safely modified, but wherever possible adapted our gatherings to reduce risk. As the days become shorter and colder, just when we arguably need that socializing more than ever, we're finding fewer ways to strike that proper balance. It's clear that adaptations won't be feasible, and we are going to have to suspend some events in deference to safety.

Among those victims, I'm sorry to say, is the club's annual Christmas Party at Big Sky Motorsports. A recent Zoom meeting of club officers and contributors revealed a consensus that it's impossible to safely conduct that event in its traditional form. In accordance with the philosophy that doing something is better than doing nothing, we intend to replace the Christmas Party with an online live 'virtual event' via Zoom. More details will follow, but in the meantime strike the annual MTBMW Christmas Party from your planner. While you're at it, strike the November 15th club meeting as well; it's not possible.

MONTANA BMW RIDERS NEWSLETTER

President's Corner

Despite those near-term setbacks, I hope you'll choose to stick with this club. Social connections are as important as ever to ward off isolation induced by social distancing, and the coronavirus vaccines looming on the horizon give us hope for a robust renewal in 2021. In a spirit of collective optimism, many of our fellow club members have stepped forward with fresh programming and plans underway for Montana BMW Riders:

- a new website in development and a new Instagram page recently launched;
- new contests, including one for the ADV-riding crowd;
- a new weekend event in the Helena area including dirt and pavement options;
- a club presence at the national BMW MOA rally in Great Falls;
- and resumption of the spring staple called Huddy Tech Weekend.

During the winter months between now and then, we'll attempt to facilitate safe winter gatherings, such as local breakfasts, or tech days. As long as we remain under this pandemic cloud, we'll continue to do our best to strike that balance between meeting our mission while protecting our members.

Chris Keyes.

President

Montana BMW Riders



MONTANA BMW RIDERS NEWSLETTER

Secretary - Treasure's Column - Dave McCormack



There's 6" of snow outside and the barn heater fan needs some oil. I still hope that I can get one more ride in before the end of the month.

Since the election in April, your officers and staff have been busy doing Zoom meetings and where feasible, face to face conversations about where the club is and should be going in the next few years. The election took place just as the first strains of Covid-19 were announced and we were thwarted somewhat by the lock downs and quarantines. Nevertheless, we accomplished a good many items on our "to do" list and continue to work our way down the list.

With Lance Lerum at the helm and Mike Wright as the technical backup, we're going to switch over our website platform to a new vendor. This will begin in December and hopefully be fully functional in January. It should give us more flexibility and creativity with the website than we've had before. The cost to the treasury is about the same but it comes with features we didn't have before so it should be a win-win. As for the cost, our advertiser's participation helps make the cost nearly budget neutral.

We are in the process of invoicing our mainstay advertisers for next year and continue to beat the bushes for new ones. More folks with a connection to motorcycling is what we look for and who are willing to sign up for a calendar year. Now, we will be able to offer, for the same amount as last year, direct connections to the website and links to their business sites. We may even feature an advertiser on the webpage each month. So, if you like a provider, check if they might be interested in reaching over 100 riding members throughout the state of Montana. Have them email or call Mark Johnson or me to talk about adding their logo to our now famous Newsletter and website.

With Covid-19 on the rise and no vaccine in sight, we will be looking for meeting sites like parks and large lawns rather than restaurants for next year's ride calendar. Suggestions from you can include a location, a tentative meeting time (not necessarily 1 pm) particularly if the location for many would be long ride. Also, if there are food vendors within a reasonable distance. We expect to publish the 2021 calendar by year's end. If you have an idea, submit it for consideration. If you attended the "picnic meeting" in Philipsburg this year, you know that it was way better than sitting across a table from a just a couple of riders. Lastly, it should have some sort of shelter just in case the weather turns sour.

Dues for 2021...yup, it's that time. Getting your \$15 in early makes life so much easier. Besides, with the snow on the ground, you've got time to sit down and write that check to **MT BMW RIDERS** and mail it off to me at **18 Lone Pine Trail, Hamilton, 59840**. That guarantees you are qualified for the raffles at meetings next year and participation in the club competitions.

Dave McCormack

Secretary-Treasurer



MONTANA BMW RIDERS NEWSLETTER

Tom Moe - 33028 BMW MOA Regional Coordinator



I was just now telling my wife Susan that I needed to write a column and she said "how do you write a column when you haven't been doing anything motorcycle". A good point indeed and I certainly have writer's block. I think our planning meeting this week went well, thanks to Chris Keyes and the rest of the participants. While the year may be tough and dark the spirit of the MTBMWriders leadership is sunny and bright. Hopefully we can have a much better year in 2021 including the BMWMOA National Rally in Great Falls this June. I know I am sure looking forward to it.

Like this year we will be looking for volunteers to work a couple of hours to cleanup after the rally breaks on Sunday. I am the chair person of that effort and there will be sign up link on the BMWMOA website as the rally nears.

Want to win a new BMW motorcycle of your choice? I know I sure would like to and have entered the contest. Here are the details, proceeds benefit the BMW MOA Foundation. There is still time, but not much time.

One ticket! That's all it takes to win the BMW motorcycle of your dreams in the BMW MOA Foundation's "One Ticket & You Pick It" fall fundraiser. On November 21st, one lucky MOA member will ride away on the grand prize - any BMW motorcycle in the 2021 lineup including the winner's choice of factory installed options. Is a new BMW R 18 your heart's desire? How about the K 1600 Grand America? Or, maybe a new R 1250 GS Adventure with all the goodies is more your style? Any of these can be yours when you win! But you can't win if you don't enter and time is limited.

Tickets for the One Ticket & You Pick It fundraiser are [ON SALE](#) through November 6, 2020. A winner will be announced live on November 21, 2020. You do not have to be present to win, but you must [PURCHASE A TICKET](#) to be included in the drawing. Tickets are \$25 each or buy five for \$100. All proceeds from the event benefit the rider safety, education and training initiatives of the BMW MOA Foundation.

Someone will ride away on the bike of their dreams. It could be you!



MONTANA BMW RIDERS NEWSLETTER

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

CONTEST RULES

1. Raffle ticket sales begin August 24, 2020 and end November 6, 2020. All ticket orders must be RECEIVED on or before November 6, 2020. Prize drawing to be held November 21, 2020. Ticket buyers do not have to be present to win.
2. Raffle tickets may be ordered online at BMWMOAF.ORG, by calling (864) 438-0962 or by mailing a [TICKET ORDER BLANK](#) download form the website or posted in the *BMW Owners News*. You must be 18 years of age or older to purchase a ticket. Multiple ticket purchases by a single buyer are permissible.
3. Confirmation of ticket orders and ticket numbers will be returned via email. A complete list of ticket buyers will be published at bmwmoaf.org before the drawing on November 21.
4. Odds of winning depend on final number of tickets sold. Complete winners list will be posted at BMWMOAF.ORG. Winners claiming their prize must present photo identification and ticket purchase will be verified. Winners are subject to all applicable taxes. Consult your local tax professional for exact tax liability.
5. One Ticket & You Pick It prize options limited to new 2020 or 2021 BMW motorcycles including the C 400 X, C 650 GT, F 750 GS, F 850 GS, F 850 GS Adventure, F 900 R, F 900 XR, G 310 GS, G 310 R, K 1600 B, K 1600 Grand America, K 1600 GT, K 1600 GTL, R 1250 GS, R 1250 GS Adventure, R 1250 R, R 1250 RS, R 1250 RT, R 18, R nineT, R nineT/5, R nineT Pure, R nineT Scrambler, S 1000 R, S 1000 RR, S 1000 XR and available BMW factory installed options. The value of the chosen model and installed options may not exceed \$35,000. The BMW MOA Foundation reserves the right to replace, substitute or exchange any of the prizes listed with a similar prize of equal or greater value.

BMW MOA Foundation Board members, BMW MOA and Foundation employees, contractors and their immediate families are ineligible to win. Immediate family is defined as spouse and dependent children. The BMW MOA, BMW MOA Foundation, their officers, directors, employees, volunteers, sponsors or any person or organization affiliated with BMW MOA will not assume any liability for any loss, injury, claim or otherwise resulting from any prize obtained through the sale of a ticket. By submitting an order for a raffle ticket and receiving a drawing number, the buyer acknowledges this limitation of liability and assumes any liability and will hold harmless the BMW MOA, BMW MOA Foundation or any affiliate for any liability resulting from the purchase of this ticket or any prize resulting therefrom.

Ride safe, and keep the rubber side down.

Tom Moe

MONTANA BMW RIDERS NEWSLETTER

BMW AMBASSADORS - Kevin and Annie Huddy



Hello to all from the Outpost. As I write our thermometer shows -13⁰ F and there is around a foot of snow on the ground. This is October and this should not be happening.... looks like it will be a long and cold winter. On the bright side we should have ample time to perform our winter maintenance tasks. Just be careful not to work too quickly and find yourself with everything done in early January. Another thing that can be accomplished while huddled around the wood stove is planning for rides and other events during next year's riding season. We are hoping to make a ride to Newfoundland next September. Of course, such a ride is contingent on big progress being made in getting the pandemic under control and the border with Canada must reopen. We will plan, assuming the ride is possible and hope for the best. I lived in Saint Johns, Newfoundland when I was a kid and my dad was stationed at Pepperrell, AFB; I am looking forward to seeing our old home. A few years ago we rode to New Mexico and had the opportunity to visit another one of the posts my dad was stationed at. We went to Fort Wingate which is just outside of Gallup and I learned that childhood memories are sometimes do not reflect reality. My vivid memories of many adventures undertaken while roaming the vast expanses of Fort Wingate actually took place in an area of about two blocks. The post was closed by the Army long ago and now houses some Bureau of Indian Affairs activities. Almost as satisfying as doing your own planning is reading about the plans others are making, so please send our able-bodied cub reporter Dick French some information on your 2021 riding plans.

Some things to consider for your riding itinerary for 2021:

Tech Days at the Outpost, Huddy's Outpost, Friday, May 21, 2021 – Sunday, May 23, 2021. A chance to get a start on your motorcycle maintenance in preparation for a summer of riding.

BMWMOA 2021 International Rally at the Expo Park in Great Falls, MT, June 24 - 27, 2021. The 2020 rally in Great Falls was cancelled for reasons we all know too well, but was rescheduled here in Montana. We are co-chairing the Chartered Club Camping Committee and will gather the names of those that plan to camp so we can allocate space for our club. I anticipate that our club will be asked to assist with clean-up after the rally. We did this in Billings and it took about two hours on Sunday morning. It was less a trash pick-up than it was gathering items left by campers and vendors. Many Styrofoam coolers, folding chairs and awnings were gathered.

Bee Cee Beemers Annual Rally in Nakusp, BC, Thursday, August 19, 2021 – Sunday, August 22, 2021. This is a very fun rally that is held in a beautiful riding area. Good food, great rides and nice people. More information at: <https://beeceebeemers.com/index.php/rally/>

Beartooth Rendezvous near Red Lodge, MT, Thursday, August 19, 2021 – Sunday, August 22, 2021. The Rally is held at the base of the Beartooth Pass, the Chief Joseph Scenic Byway and the NE entrance to Yellowstone National Park.

Be sure to check the club calendar for a listing of club meetings and other events. Particularly exciting is an event being planned for the Helena area by Ken Conrad and Mike Hofferber. It will be a multi day ride in the Helena area with routes tailored for those who prefer dirt, pavement or a little of both. Stay tuned.

One last item. Those who have actively participated in the County Seat riding contest, please provide me with your list of county seat visited so far. (huddykl@gmail.com)

Kevin Huddy

MONTANA BMW RIDERS NEWSLETTER

Mileage Contest - Larry Banister



Thanks to all of you mileage participants who allowed me to work through the deficiencies in my last month's squib. As corrected, the official ending date for this year's Montana BMW Riders mileage contest is 10/31, with your written re-caps due in to me by 11/15. That being said, with the "wonderful weather" we've been having, I doubt there has been much riding in the last week! Anyway, I have received a couple of ending entries so far. Remember, to be eligible to participate in the cash prizes this year, I need your written ending mileage a/o 10/31, by individual bike that you began the contest on (or a replacement bike purchased and entered during the contest period). You can mail them to me at 102 Ironwood Place, Missoula, MT 59803, or email them to be at beemermt@msn.com.

It appears that our live, in-person Christmas party is not going to happen this year. In lieu of the heart-stopping anticipation of the live announcement at the party, I'll calculate this year's winners and have the names announced in our December newsletter. We'll have 3 winners.....#1 the individual with the most accumulated miles for the contest period. (The winner will receive a \$75 cash award and have their name engraved on the mileage plaque at Big Sky BMW); #2-the "average mileage participant" based on totaling each participants mileage, calculating the "average miles" ridden by all participants, and then finding the individual who's individual total miles comes the closest to the "average miles" (this individual will receive a \$50 cash award); and #3-a name drawn from all "official participants" (excluding the name of the overall winner and the average mileage winner) for the final \$50 cash award. (I'll find another responsible member of the club to be present to confirm that I've got all the names in a hat, and have him/her draw this final name.) The cash awards will be a check from the club and will be mailed to the winners.

I will also publish the spread sheet showing all participants, the average mileage and the average mileage winner as an attachment to the December newsletter.

Thanks again to all of you who have participated. This annual contest wouldn't mean much if we didn't have folks participating. Not to mention the significant economic impact of not purchasing gas, oil, tires and scheduled maintenance!!!

Larry Banister

Mileage Contest Coordinator
Montana BMW Riders



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Mileage Contest - Chris Keyes

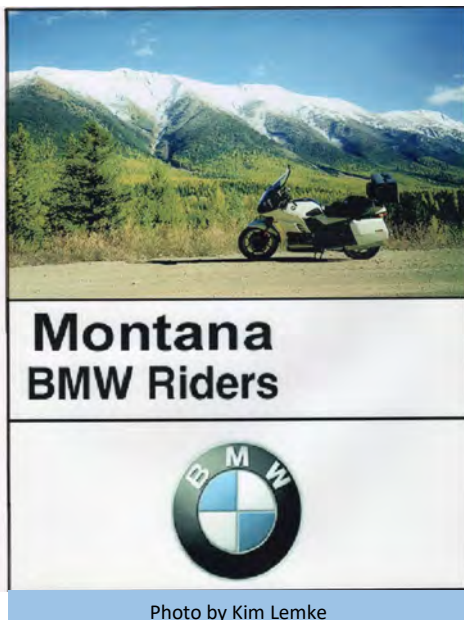
Finishing Up the BMW MOA Summer Mileage Contest

If you're participating in the **National BMW MOA** mileage contest, (separate from our MONTANA BMW RIDERS contest) then be aware that the mileage season ended on October 31st. It's time to check your odometer(s) and complete the form provided in the latest issue of the BMW Owners News magazine. You'll also need the endorsement signature of either two current MOA members, or one officer of a MOA Chartered Club (e.g., Montana BMW Riders). You can mail me your completed form and I'll provide the authorized signature and mail all the forms together to the BMW MOA. I'll need to have your completed BMW MOA Summer Mileage Contest form in my hands no later than Wednesday, November 11th. So come on Montana, let's get those forms completed and see lots of Montana BMW Riders listed in the published results. Mail your form to:

Chris Keyes
Montana BMW Riders
714 Continental Way
Missoula, MT 59803



Note that this refers just to members of the BMW MOA and that organization's mileage contest. Our own MTBMW R mileage contest is one that depends on the honor system, so if you're participating in that contest (you should be!) then send your mileage directly to the esteemed Mr. Banister – ASAP. See preceding page.



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 jlmlow@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

Web Master - Lance Lerum



A discussion of ageing and obsolescence may be sensitive subject given the demographics of our club membership, but they are topics we must address. Our MTBMWriders website has been dying a slow death. The software Mike used to build the site has been unsupported for several years now but through his skill with such things, has been able to keep things running and you probably weren't even aware. We now find we can no longer load new content onto the site and I just recently noticed that the photos no longer load for me, even when logged in as editor to administer the site. Just maintaining the status quo is no longer an option and it is time to move on.

We will soon be transitioning to a new host. Web builder software, not surprisingly, has improved significantly in the nearly 10 years since Mike built the site and we are excited about the potential to update things. Cost should be a wash, or possibly even a bit less than we now spend, since some features we paid for in the past are now included in the packages. Our web address will remain the same so you will not have to change how you access the site. We will have to completely rebuild the site but hope to have the transition completed and begin the New Year with a new site in January.

During my working career, I have many times been frustrated when our agency would update to new computers, databases, and/or software. Without fail, we would lose some legacy data or some functionality in the transition, so I am sensitive to that. I have extracted as many pages and files from our current site onto my hard drive as possible to keep these losses to a minimum. I have saved all past newsletters to move over and even though I couldn't view them, I was able to successfully save all photos that were on the site. The photos may not all be used in the new site, but are not lost should a need for any arise.

A primary function of the website is as a marketing tool for prospective new members to find us and be so impressed they must cough up the exorbitant \$15 membership fee to join. I am stretching enough with this web work (I was a wildlife biologist, not an IT person) so intend to initially follow Mike's format for pages and keep things familiar to members. We will have the ability to add a bit more flash into the new site and this is where you all can help. I do envision, with the improved capabilities of the new software, for each page to have a specific photo relevant to that topic. I would like to request members send me (jlleurum@gmail.com) any of those super, post-card-like photos occasionally showing up in our cameras, you would be willing to allow the club to use for the site. We can provide you with a photo credit in the font of your choice. I especially would like to have photos showing your bikes in action (our current website photo is great) and not just replicate the pretty bike in front of a pretty scene like in the MOA magazine (**photos of dirty bikes would be cool**). And we are a Montana club, so Montana backgrounds would be most desirable. The prairie to the mountains Front Range, eastern Montana badlands, Going to the Sun twisties, grain fields, our towns, Flathead Lake....something that clearly says Montana.

I also hope to add things to entice new members and to make the site more interesting for existing members. We are not just a BMW club and members have a diverse fleet that I would like to highlight and reinforce you do not need a BMW to join our club. Some of our most active members (and officers) are not riding BMW's. I would like to post a list of all bikes owned by members. No names, just a list showing members have a total of (17?) R1200GS's, Guzzi's, Triumphs, Harleys, Hondas, Urals, CanAm's....you get the idea. So, even if you mailed in your membership dues or paid Dave over the table at a lunch meeting please go on the site soon, go to the Membership page, and update your profile and list your bikes so we can be as current and accurate as possible. I was missing 3 of mine.

MONTANA BMW RIDERS NEWSLETTER

Web Master - Lance Lerum (continued)

I'd like to list all the benefits of membership for prospective members and as a reminder for all us. Dave helped with this and the list is extensive for \$15. Eventually I would like to build a library of member contributed GPS tracks of great rides that could be downloaded; maybe accessible only to members. I'm sure we can all come up with other ideas.

And as we transition...your patience is always appreciated.

Lance Lerum

Web Master

We're on the Web:

www.mtBMWriders.org



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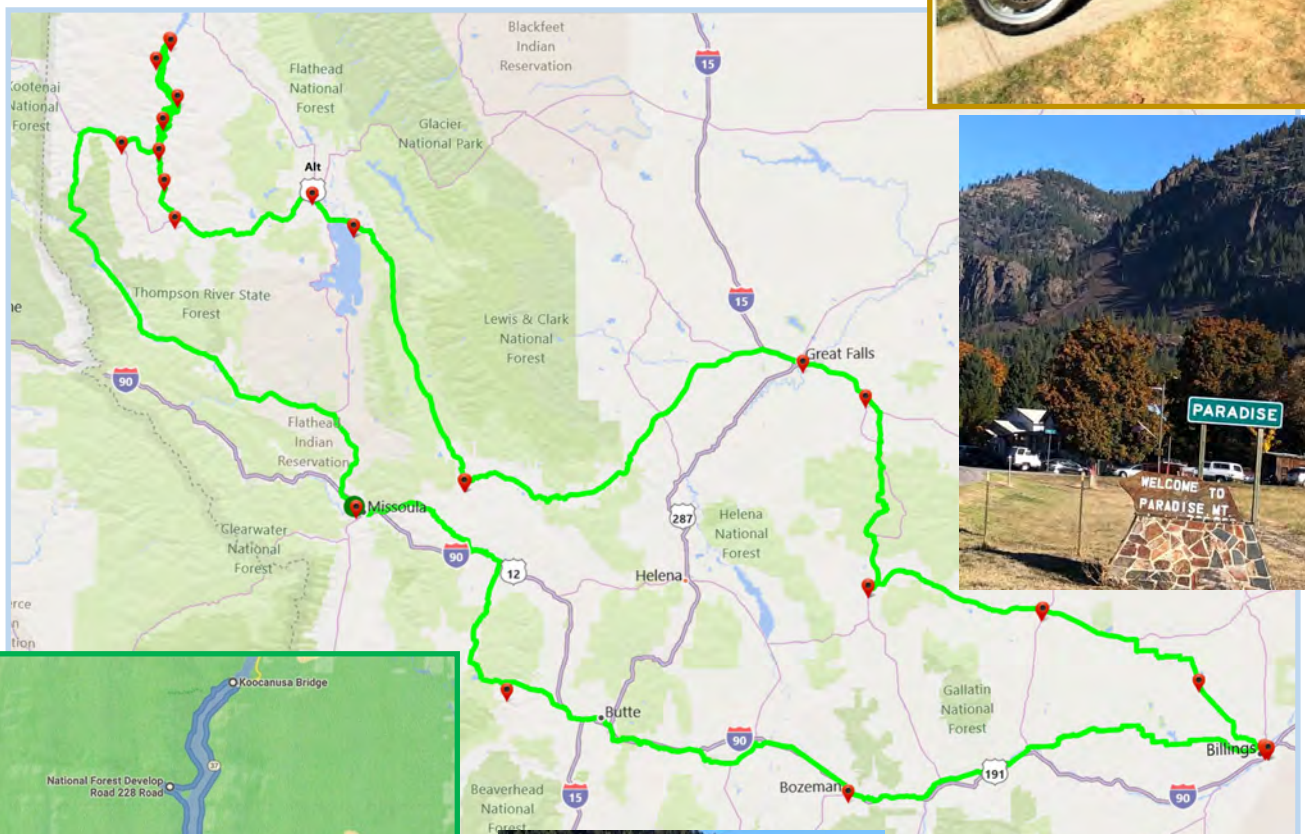
Reports from the Road - Mike Hofferber



You may remember from a 2019 Newsletter, **Mike Hofferber** got a great deal on a 2000 BMW R110R, photo on the right. As the fall colors started to signal the end of riding season (not to be confused with Ural riders) was nearing, Mike set Lake Kooconusa on his new Garmin. In a three day period, he put another 1,328 miles on the R1100, took in Libby Dam and looped Lake Kooconusa before retuning to his home base of



Billings. Check out the tracks and the photos of his trip. *Editor*

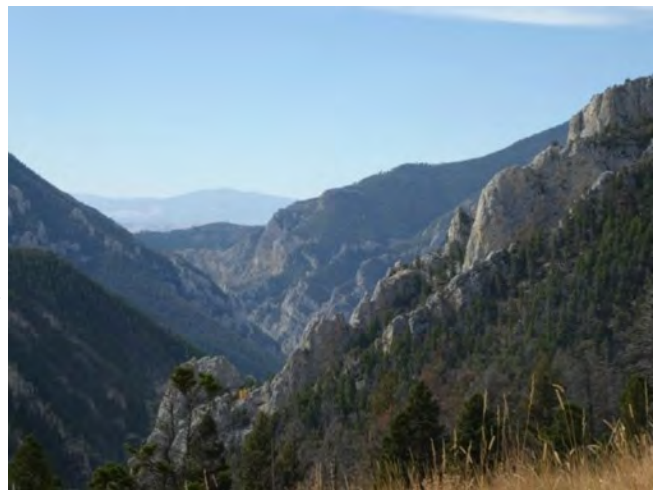


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Letters to the Editor - What could possibly go wrong? - Lance Lerum

Those wasted last beautiful riding days of early October were getting to me. All those chores that were making retiring to a small farm seem like less and less of a good idea, were weighing on me, and then Jan said, "You should go for a ride tomorrow." Twist my arm! I had heard about the road up Hogback Mountain where you can ride to the top and there is an old fire lookout with great views. Everyone I asked said they hadn't been up there in years, but it was a good road, and I like roads that go to the top, so I had a destination. I had mostly been taking the F650GS single exploring this summer, as we have finally bonded, and I find it capable and easy to ride. But I decided that, since it was a good road, I'd exercise the F700GS as it had been sitting idle for too long.

I was running late and still had to run into town to fuel the bike so I just grabbed my tire pump and patch kit out of the 650, water bottle, camera and binoculars, suited up, and finally got away by noon. Thirty miles of pavement and then 30+ of dirt and I would be on top. The first 15 miles of dirt past York to Nelson are wide county Winnebago roads. Once on the Forest road, the surface became the more typical nobody-wants-to-pay-taxes, no road maintenance type, with worn out eroded sections that warranted some attention. The last couple miles up the mountain were steeper and quite eroded with ruts filled with loose cobble, up to fist size, that are always challenging for me, but no worse than some sections on the Little Belt Ride. By carefully riding the berm between the ruts or shoulders of the road, I made it up with no issues, had the place all to myself and enjoyed the views; not so much the cold wind.



I switched off my ABS before heading down and cautiously made my way down through the challenging bits. I was about a mile and half down and 100 yards from the last major switch-back and the end of the worst sections, when I looked away and let my concentration lapse. My front tire slid off the side of the center berm into the cobble rut, turned under, and the bike started going down. I was up on my pegs, riding with my middle finger hooked over my brake lever, feathering the brake as needed; weight back, trying to keep weight off my hands and the super sensitive on/off throttle on that bike. As I went down, I grabbed hard on the bars and my hand tightened and locked the front brake and also twisted the throttle and put power to the bike. The bike spun around in the road, and then we flipped over the bank and slid down the slope, into a tree, and hung up. Like the time I flipped my ice boat, this all happened so quickly I have no exact mental image of exactly how it all transpired. I guess I landed on top of the bike, as my first clear memory is of just reaching over and turning the key off. I then remember thinking 'Well, that went south in a heartbeat!'.

My riding gear prevented even a scratch or bruise, but my left knee and back were pretty tweaked. The bike was lying on its right side, seat down, jammed up against a 4" dbh Douglas fir on a quite steep slope, and I had no illusions that I might be able to free 500 pounds of BMW, that I assumed had to be damaged and I likely wouldn't be able to ride anyway. In my haste to leave, I had not transferred my tank bag from the 650, so had none of the normal items I carry in there. Actually, the only things that may have been useful anyway were potentially, my bic lighter, and definitely, my bottle of ibuprofen. First aid kit and survival gear were left in the boxes of the 650 back home. I also had forgotten my cell phone, but I later found that there was no service there anyway. I had only seen two vehicles since hitting the Forest road 17 miles back and both were heading down. I knew no one was up on top and I was pretty sure, I had not given Jan a flight plan, so she wouldn't know even which end of the county to eventually send help if I didn't come home after dark. How stupid could I have been? In just those few minutes of contemplating my plight,

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Letters to the Editor - What could possibly go wrong? - Lance Lerum - (continued)

my back and knee were starting to stiffen up and I knew if I didn't get moving soon I may not be able to. It was mid afternoon and I did not relish a cold night on the mountain and the angst for Jan, the imposition to rescuers, and the sheer embarrassment of the whole thing, so just threw my riding gear down onto the bike, grabbed my water bottle, sweater and windbreaker, and started walking down the road hoping to run into someone and catch a ride out.

I normally do these solo mountain runs on the weekend as there are more people out in the forest, which provides some level of safety. Alas, it was late Monday and no one still out and about. I walked for 3.5 hours (clocked at 9.6 miles the next day) and made it down to the main creek and could at least finally refill my water bottle. It was starting to get dim in the canyon and I still had 5 miles to the first home out of Nelson and I was hurting. I then heard the faint sound of a four wheeler, and it was getting closer and closer. Trust me, at that time and that place, the sound was prettier than a loon call on a mountain lake. Up rode Dwight and his four year old son, Harvey, from Helena, out for an evening ride. First thing he said was, "You look like you could use some help." Not a question, he phrased it as a statement. I explained my predicament and Dwight then offered to haul me back to Helena so Jan could drive in and pick me up. While waiting, I bought my rescuers dinner and now have two new friends.

I got home about 8:30 and immediately called neighbor and nearest MTBMW rider, **Dan Mainwaring**, and asked if he was busy in the morning. He said "actually I am" and my mind immediately went to who else I might call this late or just attempt to get the bike myself. Dan then said "Why? Do you need help with something?" When I told him what was up, he immediately and graciously said, "Hey, no. I'll help you. I was just going for a ride and I'll call the guys and let them know I can't make it. What time do you want to pick me up?" Another great benefit of membership in our club!

My plan was to winch the weight of the bike off the tree, remove the tree flush to the ground, and anchored to my Blazer, use my old climbing rope and rappelling figure 8 to belay the bike and ease it slowly on down the 20-30 feet to the road below. A friend and I had done this with my 8" jointer in Alaska, when we had to lower the thing (heavier than an F700GS) down to his house on a longer steep slope. I picked Dan up and we made the long drive back up the mountain to the bike. After looking the situation over, Dan thought we should be able to winch the bike all the way back up to the road. I wasn't sure that my winch would be capable, but after all the sound decisions I had made over the last 24 hours, I was willing to cede to wiser and cooler heads.

I am pleased to say Dan was correct. We were able to winch the bike up-right, remove the box and lay the bike over onto its left side onto plywood slides under the engine crash bar and pannier rack. Click by click, I was able to slowly bring the bike up as Dan shoveled underneath to clear any obstructions. After a bit, Dan commented "It sure would be nice if we had another body." Not said, but likely especially since I was only worth about half a person. A truck then drove down from the mountain top and as we had the road blocked, this fellow got out, walks up, and his first words were, "What can I do to help?" His next words were "Oh, it's a BMW. I thought that was a nice bike down there." With Carson and Dan then on a line on each wheel, rocking the bike back and forth, and me clicking the winch, we got the bike nearly to the



MONTANA BMW RIDERS NEWSLETTER

Letters to the Editor - What could possibly go wrong? - Lance Lerum - (continued)

road shoulder and then it pulled so hard we gave up, and I fired up the Blazer and backed up, dragging the bike the rest of the way up onto the road. We then discovered that as we drug the bike on its left side, that the center stand had opened and the 5-6 inch long foot pedal was plowing into the ground; we had been trying to bring up the east side of the mountain with the bike. But, success! We couldn't believe how little damage there was to the bike after all that; a few small scratches, adjust the right mirror, straighten the hand guard, the deep tree bark impressions slowly disappeared from the seat, but nothing of any consequence. I touched the starter button and vroom! Dan said there was a puff of smoke but that was it; no fluids leaked out. Dan commented that I was lucky, as I went off in the only place along that stretch with a tree to catch me and prevent me from falling to the road below.

Carson then told us that a Forest Service employee was checking the bike out when he drove up that morning and had called it in to the sheriff. Dan, wisely advised, I drive back up to the mountain top to get cell service and let the sheriff know all was well and save someone a trip up. Dispatch said she saw the report, took all my info down, and said that the call had been forwarded to the Highway Patrol, and she would connect me. I then explained again to MHP, and they took my info down, and said that since there was <\$500 damage and no medical emergency, that I likely wouldn't hear any further. As I arrived back at the scene, I could see the blue lights flashing and a Forest Service LEO waiting. This pleasant young man checked self and bike over for damage, took all my info down (I now have my driver's license number committed to memory), and then commenced to tell me all about the Garmin Inreach emergency sat messenger. I said, yes, that I



was familiar with the devices, saw Costco was now selling them and that I had our kayak rangers in Alaska buy SPOTs, as they were often up deep fjords out of radio contact, and could then make am/pm camp check in and, of course, use in an emergency. He nodded and continued on with his sales pitch, which I wondered about, and then I started to hear between the words. I took him to mean, 'So you knew about these devices, and you are riding up in this remote terrain, solo, and you still don't have one?' I then just shut up and listened.

I know. It is a poor workman that blames his tools. But there is also something to be said about bringing the proper tool to the task at hand. This 700 has bitten me twice now, but I think of the bike as being like that rescue dog, with issues, that I've adopted. I can hardly now, with a clear conscience, pass the dog/bike on to anyone else, so it is up to me to make it better and behave. In pouring through the various F bike forums, I've found others with the same issues I have with the bike and fortunately some solutions. Many riders ride this bike with no problems, but several shared traits surface that I can attempt to improve. I and others have found the non-adjustable front suspension to be much too stiff for slow rough road riding. For this riding, I have the rear shock on the bike at full soft on rebound and the spring cranked down to lower the bike. A forum post said that the stiff front end was partly related to there being less weight on the front and that the rear spring should actually be cranked up to put weight forward. Makes sense, but being short of leg, I really didn't want to raise the seat height higher so instead raised the fork tubes 3/4" to lower the front. I'd forgotten that I'd done the same to my 650 and on a short test ride down to Dan's house, to check if there may be unseen damage to work on this winter; the bike did feel more like my 650 and familiar to me. I've also purchased some 5W fork oil to replace the factory fill and hope that will soften the front a bit.

MONTANA BMW RIDERS NEWSLETTER

Letters to the Editor - What could possibly go wrong? - Lance Lerum - (continued)

This bike is also very difficult to smoothly transition from off throttle to lightly rolling on. Trying to ease the bike down a rough road is like riding a hot-blooded horse that just prances around, daring you to touch your heels to her, so that she can jump out from under you. This is showy in a parade, but on a trail, it gets old real fast. My 650 single will chug down to near nothing, the fire doesn't go out, and you can still smoothly roll on the throttle to gently pick back up. My 700 can abruptly shut down at low rpm's or else power hits with a bang with the smallest throttle movement; this was also addressed in the forums. My thought had been to machine an improvised throttle cam on the butterflies' shaft so that rolling on the throttle would require more twist. Ha, foiled again. This 'new' bike is a drive-by-wire setup, so there is no cable going to the throttle bodies, but rather one of those mysterious black boxes controlling things. This throttle sensitivity is alleged to be due to the very lean fuel mixture necessary to meet emission standards, and the computer has a difficult time dealing with those low rpm on-off fueling scenarios. Some folks reported much success with an aftermarket device that inserts a resistor into the temp sensor circuitry and tricks the computer into thinking it is colder, which then enriches the mixture by 6%. Unlike many 'snake-oil' products, the developer makes no performance claims; no 50% more horsepower or claims of such improved fuel mileage that you have the inconvenience of stopping now and then to drain gas from your tank. He is only claiming softened low speed throttle response when rolling on, which sounds exactly like what I want. I'll run this by my all-things-electrical consultant, Mike Kreikemeier, and see what he says. I suspect this device might slightly degrade the bike's emissions, but in my mind, I will justify this by having allowed my genetic line to die with me by having chosen not to have children. I therefore feel I have accumulated enough carbon credits to offset this transgression. And since the bike doesn't require expensive crash repairs, I've saved money that I can now spend on improvements and a sat messenger. I'm pretty sure that is how the math works.

I don't think I would have slipped off the berm if riding on the 40/60 off road tires on my 650. The 700's factory delivered 90/10 tires, without the slightest hint of sidewall tread, just could not hold the side of the berm. Not the bike's fault, not the tires fault, just tires misapplied for the riding conditions. I guess I may fit the well-worn joke that the cheapest thing on a BMW is the rider, but I just cannot bring myself to take off near new, perfectly good tires. I hope to take a long road trip this spring so I can scrub those things off and replace them with something more suitable to the riding I want to do.

Lastly, and this could well start a beer-fueled discussion, but yes, it may be possible to have too many bikes. Aside from each bike's need for dedicated tools, pump and tire repair kit, tank bags, safety gear and associated bits, I am convinced that the best attribute a bike can have is familiarity. Apart from the bike's capabilities, it is essential that my reactions on the bike be second nature and do not require much thought or processing; like breathing or blinking your eyes. I cannot use each of my bikes often enough to retain that mental and muscle memory specific to each of them. This mostly manifests itself in leaving blinkers on, missing a shift, or not finding the horn button to scold the driver that just pulled out in front of me. The key is to recognize your abilities on the terrain and bike you are on that day and adjust your riding accordingly. I have a lot of people to thank and will be doing a slow heal this winter, but am fortunate things turned out as well as they did. This whole experience is embarrassing to relate, but I hope it serves as a reminder to use that most important safety item we are all trying to protect with those helmets. I did not do that.

Be careful out there, Stupid Hurts.

Lance Lerum

MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner - History of the Ural Motorcycle - Ken Conrad

Ural Military History



The Ural story begins in 1939, during the USSR's pre-World War II planning. Despite the Molotov/von Ribbentrop Pact, the Soviet Union knew it would soon be going to war against Germany. Joseph Stalin ordered the military to prepare all areas of operation, including the ground forces that would defend Russia against the invaders.

Planning included what motorcycle model was most suitable for the Red Army. The Army had wanted to modernize its equipment after termination of the military conflict with Finland⁽¹⁾, as the motorcycles it had been using had not worked

satisfactorily. Their technology was outdated and the manufacturing quality left much to be desired.

The BMW R71 motorcycle was decided to most closely match the Red Army's requirements. Five units were covertly purchased through intermediaries in neutral Sweden and smuggled to Russia. Soviet engineers in Moscow busily dismantled the BMWs. They copied every detail of the BMW design and made molds and dies to produce their own engines and gearboxes in Moscow. Everything about the bike was reverse engineered. Early in 1941, the first trial samples of M-72 motorcycles went into production. Incidentally, one of these original BMWs survives and is on display at the factory museum. Harley-Davidson also copied the BMW design, and delivered about 1,000 Harley-Davidson XA (*Experimental Army*) flat-twin shaft drive motorcycles to the US Army during World War II. Meanwhile, in Japan, Ri-yushko was busy copying Harley-Davidson V twins!



Harley-Davidson XA (Experimental Army) (Courtesy Wikipedia)



Ural M-72 that was approved for production in 1941. (Courtesy Wikipedia)

Another version of the story is that the BMW factory supplied the construction drawings and casting molds. As a result of the Molotov / Ribbentrop Pact, transfers of technology had taken place in support of their Soviet "friends" in different areas. Soviet engineers toured German aircraft factories and brought back complete cannons as samples. The OPEL Kadett was given to the Soviets just prior to the war; however, it commenced series production only toward the end of the war as the Moskvitch 400. A factory in Moscow was soon producing hundreds of Russian M-72 sidecar motorcycles. The Nazi Blitzkrieg was so fast and effective that Soviet strategists worried

(1) The "Winter War" was a war between the Soviet Union (USSR) and Finland. It began with a Soviet invasion of Finland on November 30, 1939 and ended three and a half months later with the Moscow Peace Treaty, March 13, 1940 as stated in WIKIPEDIA. (Editor)

MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner - History of the Ural Motorcycle - Ken Conrad (continued)

that the Moscow factory was within easy range of German bombers. It was decided to move the motorcycle plant further east, out of Bombing range, into the middle of the resource rich Ural Mountain region. The chosen site was the small trading town of Irbit⁽²⁾ located on the fringe of the vast Siberian steppes in the Ural Mountains. Irbit had, before the Revolution of 1917, been an important trade and fair center in Russia.



The only substantial building in Irbit, a Brewery, was converted into a production complex for the M-72. On October 25, 1942, the first M-72s were sent into battle. Over the course of World War II, 9,799 M-72 motorcycles were delivered to the front for reconnaissance detachments and mobile troops.

The history of Ural began with the glory of helping to defeat Germany on the Russian and European battlefields. After World War II the factory was renovated, and in 1950, the 30,000th motorcycle was produced. In the late 1950s, a plant in the Ukraine took over the manufacture of Urals for military use, and the Irbit Motorcycle Works (IMZ) began to build Urals for domestic, civilian consumption. The popularity of the outfits grew steadily among Russians, and in the 1960s, the plant was turned over to full non-military production.

Ural Civilian History

The first Urals were exported in 1953, at first mainly to developing countries. In the late 1960s, deliveries to developed countries began, and since then more and more Urals have appeared on the road on every continent. Urals are a unique combination of price, ageless styling, and sidecar functionality.

In November 1992, the State-owned factory transformed into Uralmoto Joint Stock Company. Uralmoto was a privatized entity, 40% of which was divided among management and employees through a grant, 38% of which was sold by auction with privatization vouchers (which went mostly to management and employees), and 22% of which was retained by the government. In early 1998, Ural was bought by private Russian interests; it is no longer a State-owned company. New ownership has brought new management, fresh ideas and production techniques, modernized design and updated technology, and above all, a commitment to quality control at all points of production. Ural motorcycles had been given a new lease on life. While the outward appearance of the engine retains the look of a classic Ural, quality control techniques and use of better alloying and casting, better engineering tolerances, better paint and chrome, make for a stronger, better bike. Everything good and unique about the old Urals has been maintained, including the inherently balanced design of a horizontally opposed flat twin engine with roller bearings in a solid frame.

(2) Irbit is a town in Sverdlovsk Oblast, Russia, located about 1,200 east of Moscow.

MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner - History of the Ural Motorcycle - Ken Conrad (continued)



The main bike models built in the plant today are the heavy-duty Ural sidecar motorcycles, designed with rough Russian roads in mind, and the custom Wolf. There are many places in Russia where only horses and Ural motorcycles can be used to transport gear where you need it. Ural motorcycles are equipped with four-stroke air-cooled flat-twin engines, a four-speed gearbox with reverse gear, shaft drive, two disc dry clutch, spring shock absorbers, and drum brakes. New solo and sidecar models have been developed recently to better suit the tastes of western markets.

Ural is the only Russian manufacturer of heavy capacity motorcycles, and one of a few manufacturers of sidecar motorcycles in the world. Besides sales of Ural motorcycles on the Russian market, they have also been exported to Australia, Britain, the United States, France, the Netherlands, Belgium, Spain, Greece, Norway, Finland, Sweden, Germany, Egypt, Iran, South Africa, Brazil, Uruguay, Paraguay, and numerous other countries. Over 3.2 million motorcycles have been delivered since the first M-72 rolled off the production floor.

Improvements to the design are sequentially listed on a website, <https://www.imz-ural.com/whats-new>. An interesting read to follow how Ural gradually added technology.

Ural is now privately owned and operated from its headquarters in Redmond, Washington; **Irbis Motorworks-America, Inc.** (<https://www.imz-ural.com/>). The Ural sidecar units are built at the same factory in Irbis, (<https://www.imz-ural.com/about>) but Ural sidecar motorcycle production is wholly owned/controlled by Irbis Motorworks-America, Inc. Jason Marker, Editorial Director of RIDEAPART 2018 interview with Ural CEO Ilya Khait (<https://www.rideapart.com/features/252828/meet-the-boss-six-questions-with-ural-ceo-ilya-khait/>) at the Redmond headquarters summarizes the transformation of Ural from a state owned organization to a free-market engineering and manufacturing company.

The following pages show some of the current models, as well as some of the sidecar rigs owned by MONTANA BMW RIDERS club members. And why a Ural? Watch this video: (<https://www.imz-ural.com/about>)

Ken Conrad



(Data and information for this article include information from the website of **ALPHA CARS & URAL** of New England, <https://www.alphacars.com/>, 649 Massachusetts Avenue; Boxborough, MA 01719; **(978) 263-9000**). You are invited to visit their website for a full display of Ural models and accessories.) Editor

MONTANA BMW RIDERS NEWSLETTER

Three Wheeler Corner - History of the Ural Motorcycle - Ken Conrad (continued)



CT—Single wheel drive



CT -Two wheel drive



Mike Hofferber's 2010 two-wheel drive Ural



Kevin Huddy and passenger Annie Huddy one (in) their Ural two-wheel drive.



Underside of the two wheel drive configuration



Ken Conrad in the Little Belt Mountains



Annie Huddy with her new Ural side car rig.

MONTANA BMW RIDERS NEWSLETTER

Three-Wheeler Corner— Just Sidecars



A dropped 10mm socket will land in the middle of the rig out of focus, with or without glasses. (Note glasses on the stool)



DAD!! I can really walk to school!



Alaska was formally transferred from Russia to the United States on October 18, 1867, through a treaty ratified by the United States Senate and signed by President Andrew Johnson. The trail marker (left) on the western side of Lake Koochanusa, and photo below in the Little Belts indicates the Russians may have explored the US well beyond Alaska.



His wife may be happy the dog likes to ride sidecar!



I'm sure there is a reasonable explanation.



MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting -Trixi's - Ovando



Trixi's, in Ovando is an annual stop on the MONTANA BMW RIDERS calendar and often looks like the photos near by, especially the gatherings in October 2018 and 2019 shown here. Trixi McCormick, born Eithel Stokes in Grinder, Missouri in the early 1900s and made her way in life as "The Cowgirl from Montana" performing trick roping in theaters and vaudeville. It is not clear how she became associated with

Montana after leaving Missouri. She also travelled with the USO in the Pacific Theater during World War II as an entertainer, presumably as a trick roper. In 1960 she opened Trixi's Antler Saloon in Ovando and soon became know for her great food and interesting western artifacts. It was reported she would occasionally perform with her trained Arabian trick horse, Silver Dollar. The establishment was also know as a museum saloon. She operated it until 1960 when she sold it and moved to Hamilton.

Now, it is frequently a visited place, not only by the MONTANA BMW RIDERS, but by other motorcycle groups and tours. On one occasion, I dropped by just as a motorcycle tour of Australians and New Zealanders had settled down for lunch. The stuffed moose head in the saloon was the backdrop for many photos that day.

The club's October visit this year was greeted with an early snowfall as shown in the nearby photos and those on the following page. *Editor*



October 2018



October 2019



October 2020

MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting -Trixi's - Ovando (continued)



LeeAnn and Lynden Clark, Don Deuel, Lance Lerum, Sue and Dave McCormack, Greg Hintz and Chris Keyes.



Nary a motorcycle in sight, the land of the of four-wheel-drive.



The "Goodness" maker.

MONTANA BMW RIDERS NEWSLETTER

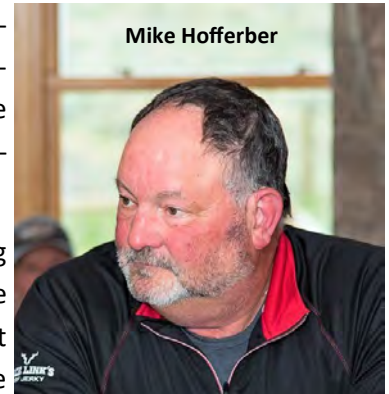
Helena Area Rides - 2021



Ken Conrad

Mike Hofferber brought his Ural Gear Up to Helena last summer and pitched his tent in my backyard, for a few days of exploring some of the many great off-the-beaten-path riding opportunities that use Helena as a starting point.

I think it was after our second day of snooping around the back roads on the Urals. We're sitting on my deck, sipping a beer, or maybe it was the second beer, the idea came to mind. We had spent the day riding a really good loop out of



Mike Hofferber

Helena: Chessman Reservoir, down into Rimini, up over Priest Pass, to Blossburg, to Mullen Pass, dropping down into Marysville, with a stop at the Marysville House. Good ride, mostly fairly easy dirt/forest service roads, some two-track, a couple not-too-challenging spots, with only a few "hmm..... I wonder which fork we should take here" moments. That route starts just at the south end of Park Ave, the pavement ending at Unionville. Or you can begin south of Helena at Clancy.

So, we're sitting on the deck, reminiscing about the day's ride, when the thought of doing a three-day ride out of Helena came to mind. Similar to the great Neihart/Little Belts event that Phil (Re-Phil) Haglund did this year and in 2019. Except, without it being limited to mostly all dirt forest service and two-track. Something that would not exclude those members who don't care to ride dirt or gravel, and have no interest at all in things like the rocky climb up from Dry Wolf Campground in the Little Belts. A ride event that would have a choice of routes with different surface conditions. Some routes mostly dirt, some mostly dirt/a little pavement, some dirt/a little more pavement, mostly pavement/some easy dirt, and all paved. You get the idea. Routes that would appeal to riders with various preferences.

Helena is ideally situated to access lots of interesting routes, in a 360 degree radius, in a day's ride out and back.

The basic concept of this event is three out-and-back day rides, Friday, Saturday, Sunday, based out of a central lodging facility with meals, and a meeting room. Lodging Thursday through Saturday, with rooms blocked at a reduced rate for the club. There will be three or four, suggested, routes per day, choose your route depending on your riding preference. Maps will be available. We will brief the routes at dinner the night before (Thurs night for Fri, for example) and review/answer questions at breakfast.

These rides will not have a "cat herder" (ride leader). And will be loosely structured, in keeping with the original founding concept of the MTBMWWR as a "Disorganized Organization". Choose the suggested route you like, ride it at your pace, stop when and where you want to, modify the route if you want to, if you come to a fork in the road do what Yogi would do and take it, if you like. Breakfast is at 7:00am, dinner is at 7:00pm.

Simple. Get together at 7:00 for breakfast, review the route, depart when, and with who you want, have fun, don't fall down, maybe even get lost, and we'll see you at 7:00 for dinner to kick lies and tell tires about the day's adventures. And then talk about the next day's rides. Repeat.

As common sense dictates, we suggest riding with at least one, better two, other riders on the same route. Choose your route; get together with those also going that way. Just for fun, and in the spirit of making new acquaintances, maybe ride with someone you don't know, or don't ride with regularly.

MONTANA BMW RIDERS NEWSLETTER

Helena Area Rides - 2021

The Sunday ride will not be combined with a club meeting; leaves more flexibility since you don't have to plan to be at a specific place at a specific time. If you want to stay in Helena on Sunday instead of heading home, allowing a full day of riding in the Helena area, I suspect the motel will accommodate you at the reduced MTBMWR blocked room rate. We will coordinate that with the motel if you'll let Mike or me know that you plan to stay Sunday night.

Mike and I have not selected dates yet, but will probably plan for the end of July. Should be late enough in the year that the higher roads, and north facing or shaded areas, are clear of snow, the weather is typically pretty good in late July, and it's not yet August hot. Details to come as plans develop.

I was on last week's (Wed 10/21) zoom conference call, but for some reason I could not be seen or heard. OK, roll out the jokes, I can take it... I could hear and see everyone else, however. Mike was up on the Highline chasing \$100/pound meat to put in his freezer so couldn't participate. Based on response from those present, and thanks to the Huddy's and Dick for speaking on my behalf, there seems to be good interest in our Helena event plan.

We'd like to get a feeling for how many people are interested. We will need to give the lodging/meals facility an idea of how many rooms to block, meals to anticipate, etc., and how many maps we need to buy. And, to verify there is enough interest to conduct the event.

As Re-Phil can attest, there are a lot of details involved in planning something like this. The sooner the basics, like is there great enough interest to do this, and how many people will attend, are known, the better.

So.... If you're interested in participating, please, and as soon as possible, send a short 'yes, I'm interested' email, reference the Helena Area Ride – '21 event, to our Esteemed President, Chris Keyes, crkeyes@icloud.com, or to our Newsletter Editor Extraordinaire, Dick French, rgfrench1937@gmail.com.

I'm sure Chris and Dick will appreciate how we've so magnanimously included them in the planning process....grin.

Thanks.

Ken and Mike

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
Christmas Party	To be rescheduled				
	To be rescheduled				

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 3rd 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; 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



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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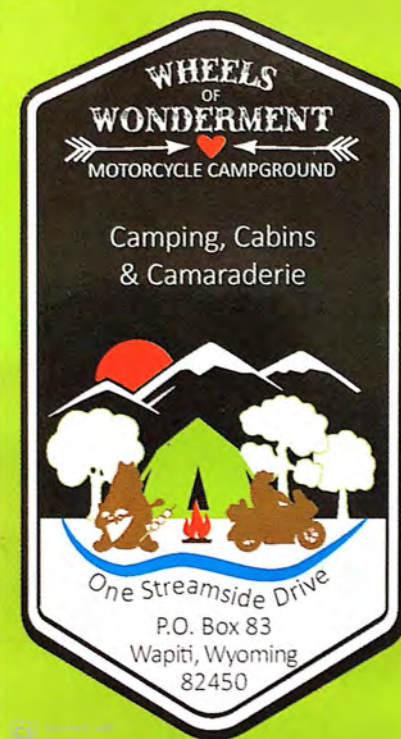
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MONTANA BMW Riders**

**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.

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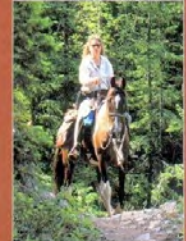
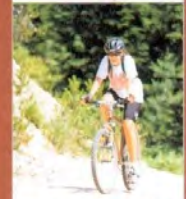
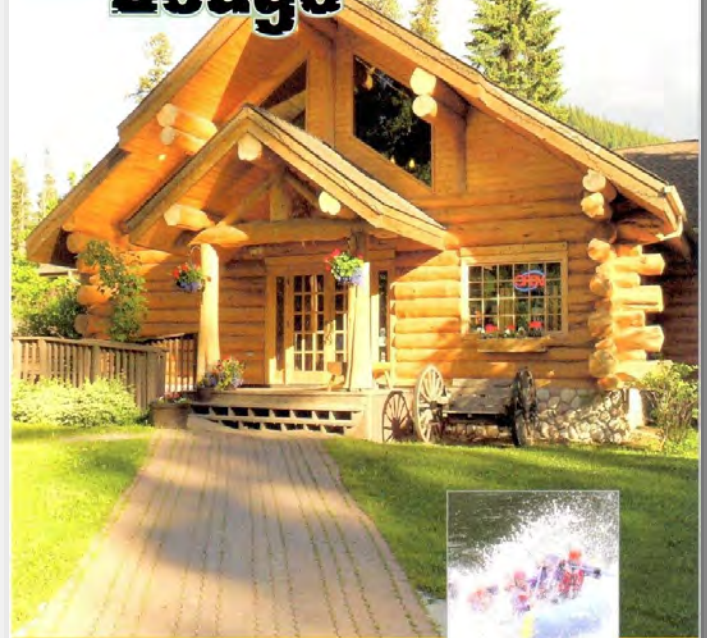
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