

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



Club Activities - Editor



Congratulations to **Rebecca Coursey**, Bozeman for her fourth place position in the BMW MOA Annual Mileage contest for female finishers, as announced in the July 2022 issue of the BMW MOA magazine. What makes this more significant is the off-road mileage she accumulated in the Ruta 40 tour in South America as well as in Moab, Utah and a BDR ride last year.

Our club members have taken advantage of the 'late' spring, cool weather and clear skies for a lot of riding. **Kevin and Annie Huddy** made the "Dust to Dawson" gathering—not considered a rally, but simply a fun time gathering of like-minded people. They followed that up with a similar event in Nakusp, British Columbia, which is covered in this issue. **Dave Fishbaugh** made the ride to the BMW MOA Rally in Missouri and added an article in this issue about the trip. The Chief Joseph Rally in John Day, Oregon was on the list for **Mark Mniszewski** from Missoula, and **Carol** (Corvallis, Montana), as well as **Rob Rennick**, a former member, now living in Oregon.

Ken Conrad and **Phil Haglund** trailered their sidecars to the United Sidecar Association Rally in Hotchkiss, Colorado, with a few back country rides included. Their article is included in this issue.

Dan Siddens and **John DiBari** followed the back roads along the Montana/Idaho border starting in St. Regis, Montana traveling up the St. Joe River and returning to the Clark Fork River at Superior, Montana. Refer to the track on the following page.

Ten of our members participated in the Montana Motorcycle Safety Foundation Advance RiderCourse under the tutorage of instructors **Ken Conrad** and **Udell Sharp**.

We even had a motorcyclist in distress situation that **Lance Lerum** stepped up to resolve, again refer to the associated article in this issue.

Riders **Greg Hintz** and **Don Deuel** plan to ride the Three Flags Rally over the Labor Day weekend, and the last check point will be at the Hilton Garden Inn, in Missoula. I hope to be there for their arrival.

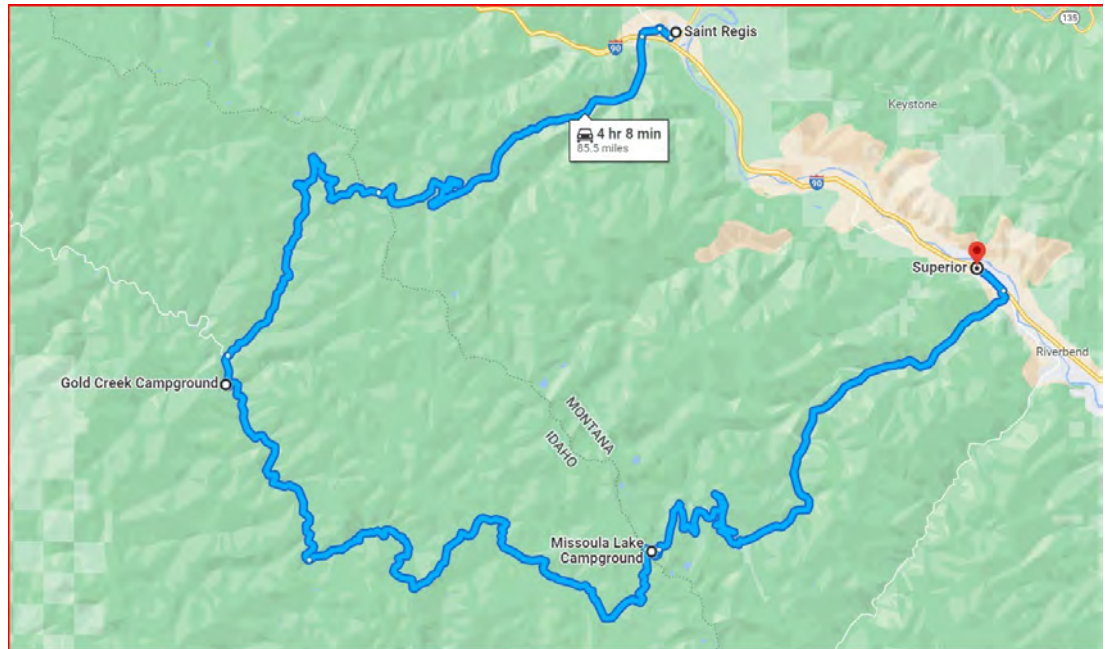
Don't forget the "2 Helena and Back 2" ride September 15th—18th, again 'base camped' at Jorgenson's in Helena. Contact Ken Conrad (email: kcf47@gmail.com) or text to 406-227-3367 for information and how to secure a room at Jorgenson's. There were good rides and lots of good conversation at last year's event.

And one more, for 2021, **Phil Haglund's** tour of the Little Belt Mountains. Be sure to notify **Dave McCormack** (email: dhmcc@aol.com) or 406-642-9840 if you put this on your schedule.

Editor

MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - John DiBari and Dan Siddens



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Tom Moe - 33028 BMW MOA Regional Coordinator



We had a small but nice group for the **Support Gardiner** Lunch July 16 at the Wonderland Café in Gardiner, Montana. Lon **McComas**, **Al Murray**, **Paul Oliver** and Lon's guest **Erik Larsen** attended along with yours truly. It was pretty hot but a very scenic ride taking the East River Road on the way back to Bozeman. We did see some of the extensive damage from the flooding especially the stacks of logs resembling thrown matchsticks. I signed up Erik for a year membership in BMWMOA and he said he would join MTBMWriders as well. Of course I failed to take a picture of the event.

Ride safe, keep the rubber side down.

Tom Moe

Secretary—Treasurer's Corner - Dave McCormack



Folks... we are at 126 paid members, just one shy of last year's mark of 127 members. I have made some enemies, I'm sure, bugging folks, trying to get all last year's members to re-up. Some folks have made the decision to stop riding for reasons that have to do with balance or illness issues. Others haven't said why they're not re-upping. As of August 1, I'm giving up on them.

The key for me, Mark and John, Dick and Lance, is why do folks not return as well as why folks year after year continue their membership. Knowing what turns people off and what turns them on to the club helps us plan each year's activities. If something doesn't hit you right about an activity or meeting, let us know. Our commitment is to respond to club member interests as best we can when we put next year's events together. Clearly there are those that had a vision of what the club was about when they joined but may have discovered a disconnect between their vision and our actual activity. We understand that. One size doesn't fit all. But we try to get close.

We've had some new members complain that we don't ride in groups and don't have a set of signals when riding. Those folks I can understand don't re-up once they decide that we're doing it wrong. There's no rule against riding in groups. We as a club just don't support it and won't organize it. Many of our members take the initiative to contact others before a ride and arrange to ride together. Small groups work best when you've picked your partners.

My general thought on group riding is that it has proven to be dangerous and promotes multiple crashes rather than just one. Done tightly like some organizations do and car drivers fume at what amounts to a moving no passing zone in front of them. It's also a nut job's opportunity to mow down a bunch of folks which has been in the news of late. Just my feeling about it... group riding.

One of the reasons I quit the Retreads and joined the Montana BW Riders club years ago was just that issue. I liked that the members in general were serious riders, usually ATTGATT, and had a preference for solo riding. I also liked the idea that meetings were not meetings as much as they were opportunities to gain some knowledge about rides, mechanical & design issues, dealers, new locations in the state, and other Motorcycle topics. It was also a time to meet new folks who might become close friends.

As I approach my sunset years and find that my passion for motorcycling has dimmed somewhat because I'm on 3 wheels, I completely understand how many members just don't connect with our group like they used to. To them, I say, three wheels is better than no motorcycling. It's just different.

See you in Lincoln.

Dave McCormack

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - BMW MOA RALLY - Dave Fishbaugh

The Lone Rider: My Ride to the 2022 MOA Rally in Springfield MO.

My ride to the 50th year of the MOA rally in Springfield, Missouri, was essentially uneventful exclusive of the usual motorcycle riding issues. The plan was to knock off 400 to 500 miles in 9-to-12-hour days, staying in hotels while riding, but camp at the rally. The route was I-90 from Billings to Moorcroft, WY, then to the two-lane highways across the south side of the Black Hills and staying in Chadron, Nebraska the first night. Next day's ride was south across I-80 in Nebraska, continue south crossing I-70 in Kansas for 50 miles, turning east toward Missouri, and staying in Great Bend, Kansas the second night. With minor modifications, the return route was similar.

The ride to the Black Hills and Chadron is always nice. I dealt with rain between Billings, MT and Buffalo, WY coming and going, but cool weather pretty much the whole way. On the way back, I stopped at my wife's and my favorite breakfast place in the Black Hills area, Donna's Main Street Dinner on HW 16 Business in Newcastle, Wyoming (See photo).



Heading back, I stayed on HW-16 which joins I-90 from Moorcroft until the east side of Gillett, Wyoming. Highway 16 between Gillett and Sheridan, a little over 100 miles, is the best motorcycle riding road in Wyoming that does not include a mountain pass or the Wind River Canyon. Lots of sweeping curves, beautiful Wyoming valleys (in the spring), and when riding from east to west, the Big Horn Mountains are in full view.

Nebraska is a hilly state, especially when you are riding through the Sand Hills of central Nebraska and over the Ogalala Aquifer in southern Nebraska (North America's largest aquifer). Feed-lots in Nebraska can be numerous and a mile long or more down the highway. I know, I know...., that is the smell of money, but it would take about five miles for me to get those hundred dollars bills out of my helmet.

As you all know, when riding a long distance across country on two lane roads and staying in small towns, frequently the only places to eat are fast food or gas station convenience stores. With the exception of one place at the rally, fair-grounds typically have lousy fair food. So, on the way back through Nebraska, I was getting fed-up with my choices. I



figured I had time to stop in Ogalala to order a decent hamburger from a café. I heard there were two. The first was closed; the second I never found in spite of getting two different directions from two different people. It was hot, in the mid-90', and I was frustrated. I decided to blow off lunch and just ride until I got to Chadron where I could eat fast food again, yuk! Twenty miles or so down the road, in the middle of nowhere, was the Oregon Trail Trading Post and Café (see the picture on the left). Many times, there are reasons that things happen the way they do, and this was one of them. All I can say is, if you are riding by there, stop and have lunch.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - BMW MOA RALLY - Dave Fishbaugh (continued)

Don't let anybody tell you that Kansas is not flat. If it were not for the curvature of the earth, I think you could stand on a 12-foot step ladder in the middle of Kansas and see Nebraska to the north and Oklahoma to the south. The crosswinds seem to be constantly blowing from south to north. The trees all point north like a compass. Once you are on an east-west highway, you are fighting wind all day. The odd thing was, I did not see a wind farm in the middle of Kansas until I got to the Missouri border, nor did I see any in Nebraska.

Raise your hand if you think you can drive across Nebraska and Kansas maintaining a 65-mph speed limit. I saw one police officer on the whole trip. He was pulling into a small town in Kansas as I was leaving. If this chance encounter had occurred anywhere else, I would have an unpaid ticket in my pocket right now.

In Kansas, on the way and coming back, I ran into a thunderstorm late in the day (see photo) at almost the same location. It was in the mid to high 90's and I ride with ATGATT. I had been riding for hours but had to decide if I wanted to add another layer for rain protection. I did on the way there but blew it off on the way back. The issue was not the heat; it was those crosswinds that were intensified by the thunderstorms. In both crossings, my loaded 2013 R1200 GSA would be lifted off the centerline and land on the white line at the edge of the highway, or the center line into the other lane, depending on which direction I was riding. I had to drop it down into third gear and creep along at about 40 until I got through the storms.

Because of trees in Missouri, wind was not an issue. The roads were relatively straight, with lots of up and down. The fairground was located on the very north side of Springfield and easy to find about a quarter mile off the highway. The fairground was large and hilly, with several new and old outbuildings. Those of you that have been to an MOA rally, know that you need to arrive on the Wednesday before the rally to get a decent camping site, about 75% of attendees do. At the gate, riders were told to camp anywhere and people did. They camped wherever there was grass and even camped in open air barns that normally house farm animals during the county fair (see photos next page). I camped by a tree that provided late afternoon shade in those mid 90s temperatures, and next to one of the few shower facilities (see photo). Unfortunately, it was also on the highest hill on the fairgrounds which meant lots of up and down walking in the heat.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - BMW MOA RALLY - Dave Fishbaugh (continued)



The rally format was the usual with vendors and conference rooms located in a modern air-conditioned facility, vendors outside changing tires, adding lights and other FARKLEs to bikes, a beer garden serving local micro brews (yea) next to the stage which had two bands every night playing a mixture of rock-and-roll and country; one food wagon, and permeant structures serving rubber chickens, burgers etc. At least the food kept you alive until the beer tent opened. There was one nice place serving pulled pork that was good. I ate there twice. The second time I went in and the guy that does the Idaho potatoes commercial was in front of me in line. I neglected to tell him potatoes are a staple of my wife's diet.

The talks ranged from tour companies talking about various tours around the world in places such as Taiwan, Argentina, Columbia, and Europe, and vendors talking about their products. One speaker told that at 58 she was tired of being a top-tier executive at Wells Fargo, always working and not having much fun. One day at work she saw an ad for a motorcycle, put her coffee down went to the seller's house and bought the bike. She had no idea how to ride or how a motorcycle worked. She quit her job, learned how to ride, and has been riding around the world with tour groups ever since.

There were approximately 4,800 riders at the rally. I think that number is close to the number attending the 2021 rally in Great Falls. Not all rode bikes. Some trailered theirs; others have quit riding but still like attending the rally. The oldest male to ride to the rally was 87; the oldest female was 84. I would guess that the average age of the riders was between 65 and 70. Next year's rally which will be the 50th MOA rally (this year the MOA was 50 years old), is in Richmond, Virginia.

But the best part of this rally for me was hanging out at the beer tent with two good friends of my wife and I from Portugal (See photo on the right). Ricardo Azevedo is on the left, I am in the middle, and Carlos Martins is on the right. My wife and I have toured with them three times overseas and may do one next spring. They are with MotoExplores out of Lisbon.

I enjoyed the ride and the rally. I if you have never ridden through central Nebraska or Kansas, or have been to a MOA, I would encourage you to go.

David Fishbaugh



MONTANA BMW RIDERS NEWSLETTER

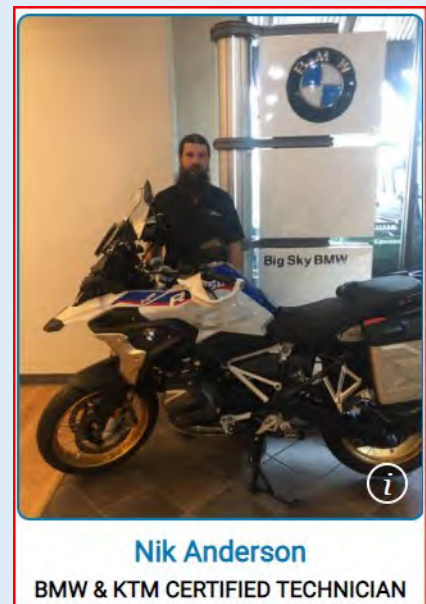


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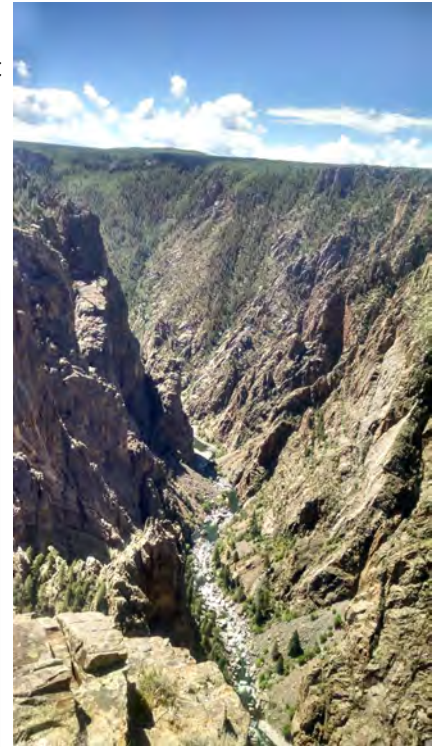
THREE-WHEELER CORNER - Ken Conrad

United Sidecar Association National Rally, Hotchkiss, Colorado



As the saying goes, "It's all rumor without pictures". **Phil Haglund** and I attended the USCA rally in Hotchkiss, Colorado, July 7th through 10th. Phil was on his new KLR/DMC sidecar rig, and I rode my Ural Gear Up.

We found some interesting, and a couple somewhat challenging, unpaved routes to explore, in addition to riding to the edge of the north rim of the Black Canyon of the Gunnison - refer to the nearby photos. It is a spectacular canyon, quite deep and nar-



row, and, we had a couple adventures as well.

We found one interesting two-track that, according to the Forest Service map posted at the beginning of the trail, should have taken us up over a couple of saddles, and then down into another drainage that would connect with the road to the trail that we had started out on.



MONTANA BMW RIDERS NEWSLETTER

THREE-WHEELER CORNER - Ken Conrad (continued)

Either the map lied or we might have missed a fork in the trail. I was a ways ahead (who says Urals are slow?) of Phil, and another good guy we were riding with, (Dan, from North Carolina) who was on a Triumph Explorer/sidecar combination. I stopped to let them catch up. After about 15 minutes I figured I'd better go back to check on them.

I turned around and rode maybe a half mile back to find them, tools in hand working on the Triumph. Appeared the



hydraulic clutch had failed. Dan removed the side cover accessing the clutch, opened the bleeder valve slightly and a couple bubbles of air came out of the bleeder. That restored the clutch operation.

While we were there in the middle of the trail working on the Triumph, a couple in a Jeep came down the hill (I forgot to mention it was kinda steep). I asked if the trail as depicted on the Forest Service map crossed the next saddle, or two, ahead and would then lead us down the drainage we were trying to find. They said the trail goes on, up, for another 3 or 4 miles and basically ends at a spot they weren't able to get the Jeep through. Good thing they stopped. Saved us finding the end of the trail ourselves.

I'm in the lead on the Ural again (slow Urals, remember) going back down the trail and I saw something shiny alongside the two-track. Backed up (yup, Urals have reverse) and found a nice looking 8mm Allen head bolt, complete with washer. I put it in my pocket and continued. I didn't notice the end of the bolt's threads had been sheared off.

MONTANA BMW RIDERS NEWSLETTER

THREE-WHEELER CORNER - Ken Conrad (continued)

We got down off the trail and back on the dirt road leading to the start of the trail and then back to an intersection with the pavement leading back to Hotchkiss. Dan and I stopped to take some pictures and Phil went on ahead. He was waiting for us at the intersection. When we got closer we saw he was holding his entire right foot peg assembly in the air for us to see. So Dan and I of course stopped to see if we could be of help.

Phil had mentioned earlier along that two-track that he had hit his frame/skid plate pretty hard a few times on some rocks. Seems the hits had sheared off both 8mm attachment bolts. One was still barely hanging on to the foot peg bracket assembly. When we asked Phil what had happened with his foot peg mount he said, "Now where am I going to find an 8mm Allen head bolt out here in the middle of nowhere?" You should have seen his face when I said, "watch this" and pulled the 8mm

bolt I found on the trail out of my pocket. But, since both bolts had sheared and the ends of the bolts were still in the threaded portion of the frame mount, neither bolt could be used. So Phil rode back to Hotchkiss without a right side foot peg.



Cowboy attaching stirrup to sidecar - not exactly, but you get the idea.



Later that evening at the rally site, many hands and tools appeared, bolts were bought at the local auto parts store the next morning, and Phil's KLR/DMC rig was ready for the next day's adventures, which continued.

The next day we rode up over 10,000 foot Kebler Pass and down into Crested Butte. A beautiful ride past and over some of Colorado's nicest scenery. Basically

MONTANA BMW RIDERS NEWSLETTER

THREE-WHEELER CORNER - Ken Conrad (continued)


a Winnebago unpaved road, but 'washboard' and rough in a few sections due to the amount of traffic using it. We rode into Crested Butte, found a spot for lunch and headed back the way we had come. A fine ride in both directions. Until about 4 or 5 miles before the pass road rejoined the pavement back to Hotchkiss. There is a rumor, but with no pictures so is only a rumor of course, that Mother Russia's finest sidecar might have been, maybe was, could have been, towed by, gasp, of all things, a British motorcycle/sidecar combination that last 4 or 5 miles to the pavement and then back the remaining 27 miles into Hotchkiss.

As I said, it's all rumor without pictures. There are no pictures of the (ahem), alleged - rumor of a Ural being towed by a British motorcycle. I have, however, heard of the occasional Ural suffering from a clogged fuel filter.

Which is, of course, only a rumor.


Ken Conrad





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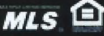
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Report from the Road - Al Murray

Here are some photos from my ride up into Banff and Jasper National Parks in Canada last week on Betty, my '99 R1100RT. Jason Andreas ('96 R1100GS) joined me for the trip. I rode a total of 1487 miles!

Al Murray



Al Murray and Jason Andreas, respectively.



Maybe next time, they will consider the Winnebago as a chase vehicle. (Editor)



MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Lakeside on Hauser Lake



What a difference a year makes— **Lance Lerum** in May 2021— and July 2022. Lance is somewhere in the back of the above photo, in his short sleeves admiring the Lake, in lower 80's temperature. Great turnout with 21 of the 23 attendees riding. Two Can Ams, **Nancy and Don Davis**, and new members, **Bob and Beverly Gibson**. Everyone wanted to face the lake, so it was difficult to have face shots with the lake in the background; hence not many face and names association in this issue.

The Huddys, **Annie and Kevin** also came on three wheels, Annie's Ural and Kevin's BMW R1250GS. **Ken Conrad** arrived on his Honda Africa Twin, with automatic dual clutch transmission and attached side car. (See photo below) All others were on traditional two-wheel motorcycles.

Lunch service was limited to a selection of prepared sandwiches (Hot dog, pulled pork and hamburger) from a heated rack, but it seemed to be satisfactory.

We were pleased to have two guests, **Bernard Vance**, Kalispell and **Mark Nasale**, Townsend, and hope to see them again. (I did not get photos of either, so maybe next time.)

At a little over 200 miles, the riders from Kalispell (**Bernard Vance**), Bozeman (**Lon McComas and Paul Oliver**) and, Corvallis (**Larry Manchester and Carol Helm**) earned the distance honors.

Editor



MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Lakeside on Hauser Lake



Mark Mniszewski, Missoula and his very sharp looking BMW R1250RS



The line-up. Ken Conrad's automatic transmission Africa Twin sidecar rig seems to get a lot of attention.

Two of our club member, Mark Mniszewski (Missoula) and Carol (Corvallis) attended the Chief Joseph Rally in John Day, Oregon.



Mark

Carol



Beth Mniszewski with some other John Day participants in the background during a day ride.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Chief Joseph Rally - Rob Rennick

Hi Dick. Yes, I attended the rally. Cold and wet most of the time. Did a couple of rides anyway. Then I rode to Helena right at the end of that major front that rolled through. Rode in the rain all the way from Coeur d Alene. Spent a week in Helena with my daughter and granddaughter....fishing on the Missouri and drinking beer. The ride back was glorious. The best area is that Palouse country in NE Oregon and SE Washington. Beautiful farm country with rolling hills and smooth pavement. Another great section is from Pilot Rock to John Day on 395 and then east to Prineville. Magnificent country with such diversity of landscapes. Made me completely forget about politics. (<:)) Hope you're well and enjoying the summer. Best regards.

Rob Rennick



Had a nice ride up Going to the Sun Highway today. **Stephanie** and I had won a ticket lottery for a three day pass. Went up with the jeep on Friday then I went up today with the bike. Perfect weather.

Mark Johnson



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Roadside Assistance - Jerry Jameson

Your editor received a call from **Buster McDonald**, Service Manager at Big Sky Motorsports explaining a BMW rider called from Townsend looking for a new pannier bracket. Big Sky did not have the part, so the rider (**Jerry Jameson**) asked for the telephone number of a BMW MOA member. Hence the call to me. I called Jerry, determined the issue, and then called **Lance Lerum**. Lance met them in Townsend, brought them to his place, determined the pannier bracket on his R1100R would fit Jerry's bike, (R1150GS) and sent them on their



way.

Jerry was riding his newly acquired BMW from New York back to his home in Oakland, California. It was a solo ride, until Billings, where he met with a long time traveling companion, **Don Asher**. In some subsequent text messages he relates how he ended up in Townsend, with a broken bike: *"Life is always interesting when Don Asher and I travel. After meeting up in Billings, Montana, the solo portion of my ride is over and we ride together the last few thousand miles."*

"True to form, Don has downloaded the (evil) German app which identifies the backcountry twistiest roads. After leaving town, we turn off the road and proceed onto gravel, not three miles in gravel turns to mud and we begin to fight. After point of no return, it gets real bad, we both drop our bikes multiple time. The clay gets so thick it cakes everything it touches, or boots become heavy, our tires a solid donut and all the while we just skid and fishtail around. After a few hours, we get through it. Great fun in retrospect."



"After getting out we discovered the part is unobtainable from the local (Missoula) dealer. Reached out to BMW MOA Montana and for real Lance Lerum show up and leads us to his workshop. By pure miraculous luck his R1100 bike has the same bracket and after a good long chat and some stories, we set off all intact."



Lance Lerum wrote: *"I received my part back a couple weeks later with a nice note and a box of fine Belgian chocolates. As we worked on swapping the part Jerry mentioned that he was somewhat amazed at how welcoming and helpful people were on his whole journey given the seeming current state of divisiveness in the country. One great story Jerry relayed to mewas about his traveling back roads in Minnesota and ending up in what he termed a swamp. He dumped his bike and after finally extracting it (he was by himself for this stage of his trip) he realized he had lost his phone somewhere in the muck. He then stripped down to his underwear and was on his hands and knees searching through the water and mud for his phone when a truck drove up. This fellow watched him for a full minute and then asked what he was doing. After explaining he was looking for his phone, this stranger also stripped down to his underwear and crawled around the muck with Jerry to help look for the phone. They never did find the phone."*

Editor

MONTANA BMW RIDERS NEWSLETTER

MTBMWR Advance RiderCourse (ARC)

Ken Conrad, along with **Udell Sharp** conducted an advanced rider course on July 17th on the training grounds of the Helena Regional Airport. Both Ken and Udell are certified for the Motorcycle Safety Foundation curriculum used by the Montana Motorcycle Rider Safety (MMRS) for this course. The MMRS sponsored this course. Montana Motorcycle Rider Safety became Montana's official motorcycle training school in 1989 as a part of the Montana Office of Public Instruction in Helena. Later it was relocated to Havre, Montana as part of Montana State University-Northern.

The ten MONTANA BMW RIDERS who participated were **R. G. French, Mike Allen, K. Bill Clark, John DiBari, Nathan Johnson, Larry Manchester, Monika Puglielli, Chuck Reaves and Mike Reaves**. The course was based on the fact the participants were experienced in essential riding skills, were familiar with their bike, and were in search of the nuances to move them to their next level of rider proficiency. This course consisted of activities that emphasize personal risk management and self-assessment strategies, and on-cycle exercises with emphasis in cornering, braking, and swerving.

The day was bit brutal, with high temperatures, and a full day on the course. The photos below, hopefully show some of the drills and exercise performed.

Editor



Udell Sharp certainly has our attention, with the exception of the photographer (editor).



Instructor, **Ken Conrad**, demonstrating a braking exercise.

MONTANA BMW RIDERS NEWSLETTER

MTBMWR Advance RiderCourse (ARC) - (continued)



Larry Manchester is focused!



Monika Puglielli putting her F700GS through its paces.



An array of bikes, with Rich Kuschel's BMW R90S in the center, a Harley-Davidson on the right, and John DiBari's Africa Twin on the left. Somewhere in the back is a BMW G310GS.

MONTANA BMW RIDERS NEWSLETTER

MTBMWR Advance RiderCourse (ARC) - (continued)



K. Bill Clark, on his Triumph 800RX, with spectators.

The Christian Motorcyclist Association will be coordinating all of the 45th annual SCMA Three Flags Classic checkpoints. Checkpoints will be at Cortez, CO., Longmont, CO., Rock Springs, WY, with **Missoula being the fourth checkpoint** and the overnight location for riders.

John & Janet Webster, will be the checkpoint captains for Missoula. The following are the details that are available at this time. Riders leave Mexicali between 2:30 and 5:30 AM Thursday morning and travel to the first checkpoint in Cortez, CO. Then on to Longmont and Rock Springs before arriving in Missoula. Missoula Checkpoint Location: Hilton Garden Inn 3720 North Reserve St. Check point hours for Sunday September 4th and Monday the 5th are: Sunday – 7AM to 7PM; Monday – 7AM to Noon.

Please send me an email or call me at the information below if you would like to help staff the checkpoint. Also if you have a preferred time and if there are people you would like to serve with for a shift.

We would appreciate those who have previous checkpoint passport processing experience to train new check point attendants ahead of time so we can provide the riders a seamless check in experience.

From the recent planning meeting we had with event organizers it appears many of the riders will be staying the night at the Hilton Garden Inn. They also told us the motel is full for the weekend.

Thank you for serving our fellow riders.

John & Janet Webster
CMA MT State Coordinator
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MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Your Editor and Dean Hall

Your editor and **Dean Hall** spent three days exploring the roads in the northwest corner of Montana. We used the Venture Inn and Restaurant in Libby as our base, along with about 15 riders from the Antique Motorcycle Club of America. Among our fellow club members, we are probably late to ride this area, but we had perfect weather and the traffic almost non-existent.

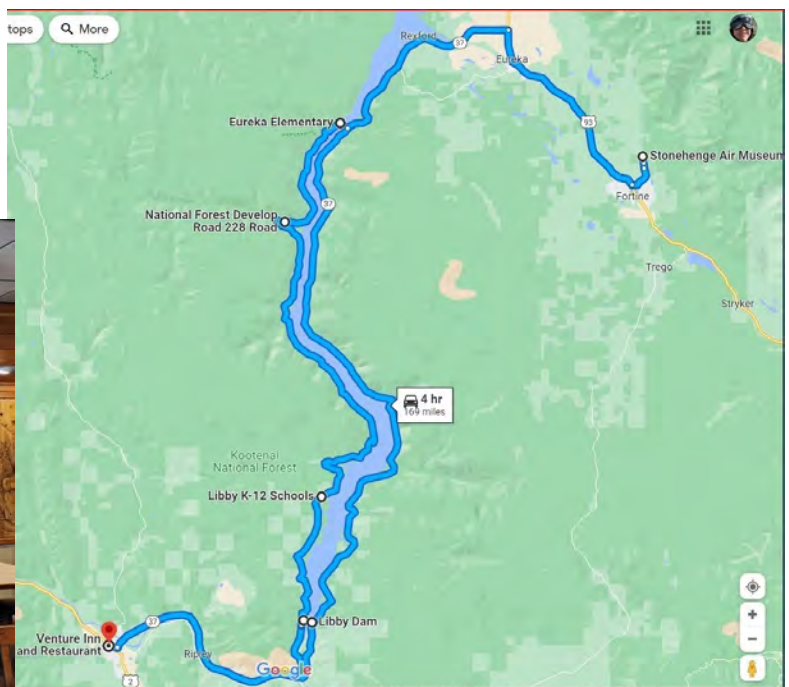
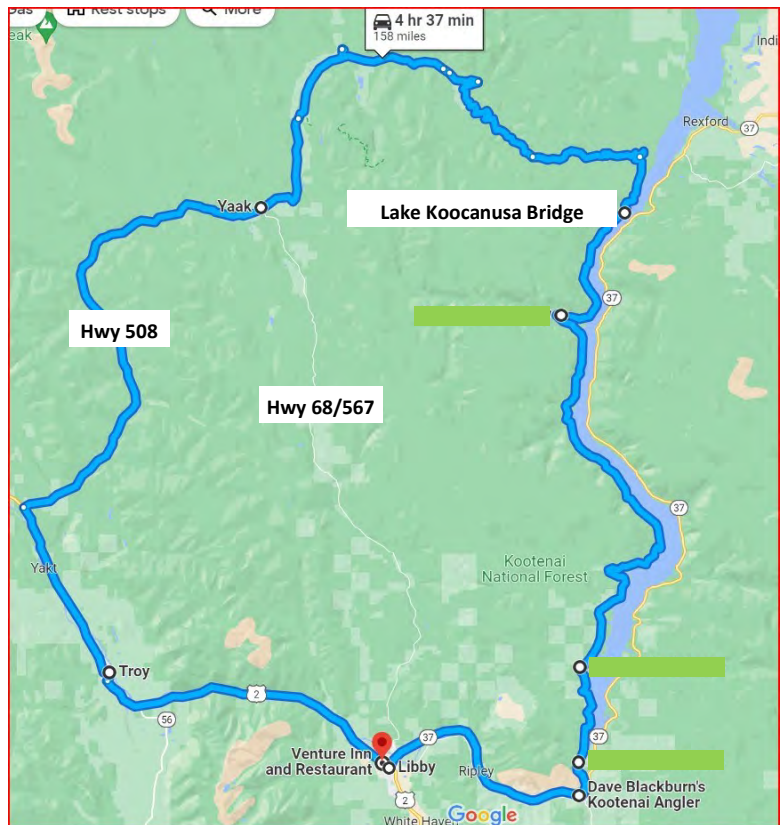
We found the road on the west side of Lake Kootenusa to be motorcyclist ideal, to the extent we made it a point to make both a south and north run.

We were told we missed another good road, Highway 68/567 running directly between Libby and Yaak, but that will have to wait for another day.

Our one destination point, the Stonehenge Air Museum, about 15 miles south of Eureka, Montana was well worth the trip.

Dean rode his new, to him, BMW R1200GS and I on my trusty BMW F800GS, albeit with a new Sargent seat, a vast improvement over the original equipment.

Our accommodations at the Ventura Inn were quite satisfactory, and it seemed to be preferred by quite a few touring motorcyclist.



The Venture Inn has had a major remodeling and used as the theme, Libby's annual Challenge of the Carvers, an event that attracts international competitors for wood carving, using mechanical tools, including chain saws.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Your Editor and Dean Hall (continued)



No trip on Highway 200 west of Ravalli would be complete without a stop by the Flathead River at highwater.



Dean Hall likes the 'twisties', which means - RIDE. Fortunately a construction project stopped us at Yaak Falls on the Yaak River for a few photographs.



A 'logging' road (NF-338), going north from Highway 508 about ten miles west of Yaak. The locals told us it was paved by the logging companies as an economic alternative to maintaining a dirt road. This one goes to within a few miles of the US/Canadian border, definitely a Winnebago Class AA 'off-road' road.



Heading north on the west side of Lake Kooconusa, Highway 228. The locals told us it was the main north-south road during the Libby Dam construction in the 1970s, and is now listed as a Forest Service Development Road. A great ride. Dean is somewhere ahead of me scrapping foots pegs.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Your Editor and Dean Hall (continued)



Dean Hall, with the Lake Kocanusa bridge in the background.



Libby Dam, completed in 1975, constructed primarily for flood control. It has five—115 megawatt turbines, three of which are functional, and only two operating. Today, in addition to flood control, it regulates water downstream for the benefit of fishing and recreation.



Kevin and Annie Huddy were also at the Ventura Inn, making an interim stop on their way to the NAKUSP HOTSPRING RALLY XIX in British Columbia - photos and narrative elsewhere in the issue. Annie on her R1200GS and Kevin, packing the gear, on his R1250GS Sidecar.



For the engineer oriented member of the group, miles of rugged rock face construction bordering the west side highway.



Newly renovated lobby of the Ventura Inn and Restaurant, featuring wood sculptures from the Libby Carvers Challenge event.

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Your Editor and Dean Hall (continued)



You meet the most interesting people in Yaak, Montana. **Reed Snow** from Great Falls on his 1960s BMW R60/2 and **Mick Jimmerson** (just out of the photo) from Lewistown, Montana were making a swing through Yaak on there way to Libby to meet up with their fellow Antique Motorcycle Club of America riders. A group of about 15 riders, with bikes ridden and trailered from around the western US, had selected Libby as their basecamp for rides in the area. I had a chance to talk with some the members, and found several to be in their 80's (also) and riding actively. I liked their style - a 150 mile ride could be extended for an entire day with many stops, and lots of conversation.

Mick is a new member of the BMW MOA, as listed in the July, 2022 issue.

Editor

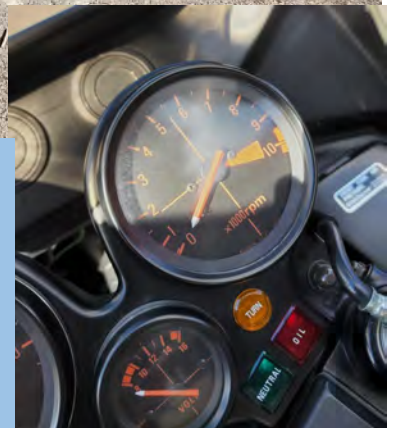


The Antique Motorcycle Club seemed to have preferential parking at the Ventura.



We did not get to hear this one at full throttle at its 9,500 rpm red line, but I am sure it would be music to the ears of any 'gear head.'

An example of the 'Antique' machines.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Your Editor and Dean Hall (continued)

Another highlight in our adventure was a visit to the Stonehenge Air Museum, located about 15 miles south of Eureka. Inside the hangars are more than two-dozen historic military and civilian aircraft owned by **James Smith**, a Montana native and retired engineer and entrepreneur. Smith, now in his 80s, has been fascinated with planes his entire life and when he retired in the 1980s he started collecting them. After years of socking them away in a private hangar, he decided to share the collection with the public.

And there is a Stonehenge.

For any who are airplane buffs, and need a destination, it will be worth your time.



Editor



MONTANA BMW RIDERS NEWSLETTER

Roadside Assistance - Editor

Your editor and **Dean Hall** 'base camped' in Libby, Montana for three days to explore the roads in Montana's northwest corner, reported elsewhere in this newsletter. The battery on my F800GS reached its useful life and a replacement was necessary. A few phone calls and I reached **Bryan McCullough**, service manager and general all-around accessory salesman, at Northwest Motorsports in Libby, who located the required replacement battery. Mechanic **Ryan Pluid** replaced the ailing battery, brought the new one up to full charge and had us on our way quickly. A big THANKYOU to the crew at **NORTHWEST MOTORSPORTS**.



Editor



Bryan



Ryan



Report from the Road



Short trip to the St. Joe River area south and east of Avery, ID with **Dan Siddens**. Photo crossing into Idaho on the Little Joe Rd., at our campsite on the St. Joe River, and of Missoula Lake on the State Line trail. *John DiBari*

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Kevin and Annie Huddy



Kevin and Annie Huddy attended the BeeCeeBeemers Motorcycle Club Rally in Nakusp, British Columbia, Canada, and shared some of their experiences, through photos. The Nakusp Hot Springs Rally has become a tradition - one that BMW riders from all over North America return to year after year. It looks like an inviting event. *Editor*



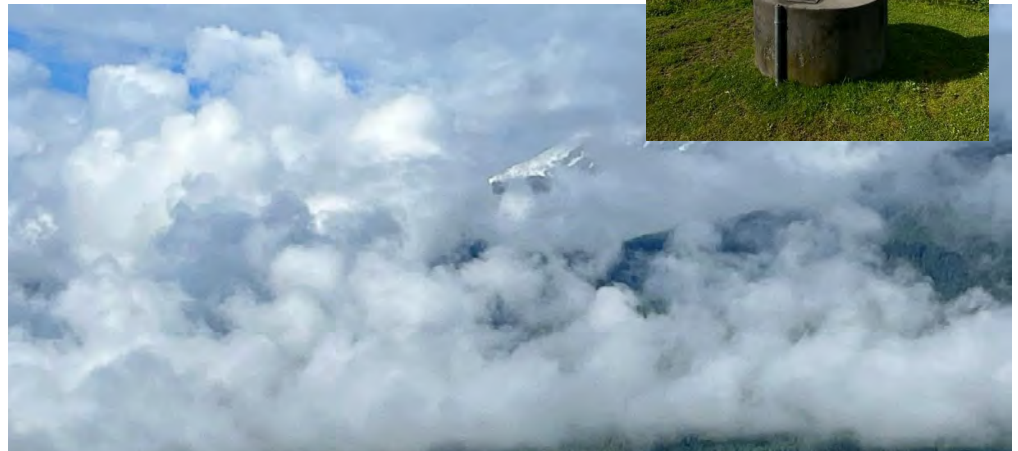
The Village of Nakusp is beside the mouth of Kuskanax Creek, on the Upper Arrow Lake in the West Kootenay region of southeastern British Columbia. Lying between the Selkirk and Monashee ranges, the village is known for its nearby hot springs and picturesque mountain lakeside setting. [Wikipedia](#)

An attraction to BMW riders are the 'free' ferry passages from the west side of Upper Arrow Lake, and the 'free' breakfast (see below) sponsored by a local civic group.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Kevin and Annie Huddy (continued)



MONTANA BMW RIDERS NEWSLETTER

REMEMBRANCE - John Conrad

I wanted to note the passing of fellow rider and club member, John Conrad of Missoula.

In looking at the July 2022 newsletter I noted a picture (page 15) of John sitting at Phil Haglund's camping weekend in Belt, MT circa 2010. John is sitting right behind Ken Conrad.

John was an intermittent member but I recall him being a great riding companion. Though a quiet laid back soul, he was always on time, always had a positive attitude & he loved his K1200LT.



Remembering him on another unique and fun ride, Ken Conrad launched an *Iron Butt* ride from Helena in June of 2009 which included John Conrad (not related) and myself.

We left from Helena early, before the skies lightened, about 6:00 am on one of summer's longest days in mid-June.

We traversed north along the Hi-Line from Havre to Wolf Point, the normally dull brown landscape greeting us with an amazingly lush green colors after an unusually wet spring. After a short lunch in Wolf Point it was on to Miles City; then, via I-90 it was back to Helena. Riding with lights on bright the last hour of the journey, we arrived back in Helena at 11:00 that evening.

Mileage accounting showed 1,115 miles in 17 hours & 15 minutes. Pictures were taken and there were lots of high-fives all around. Thankfully I had a room at the *'Ed Field Inn'* but I think John Conrad rode back to Missoula that night, another 120 miles...he said "No problem!"

Though John and I didn't ride together very often, this is one of my most memorable rides.

It was great riding with you John. Happy Trails!!

Chuck Reaves

MONTANA BMW RIDERS NEWSLETTER

Classified



Excellent condition, 20,800 miles, Custom pegs, grips, backrest, intercom, extras;

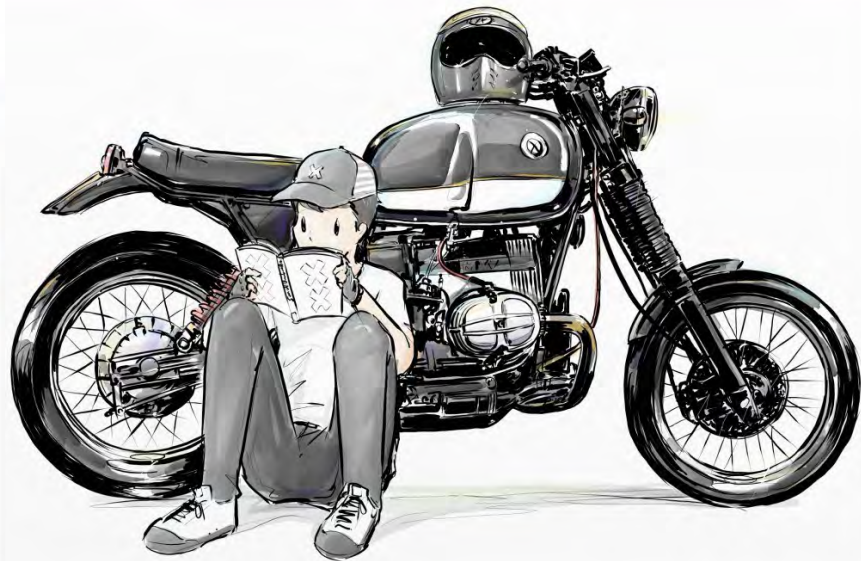
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MONTANA BMW RIDERS NEWSLETTER

Classifieds

Offered for sale is a pristine BMW G650 X Country. It is modeled after the classic Scrambler of the 1960-70s. It is rare to find a vehicle of this age in such fine condition, with such low mileage. It is powered by the highly regarded fuel injected 652cc Rotax 5 speed motor. I have replaced the rotted front turn indicator stalks, and the battery has been replaced with an authentic BMW branded battery made by Yuasa. The on board tool kit is missing. Weight is given by BMW as 353lb, top speed as 103mph, and stand over height is 34.1 inches.

Here is a link for specifications: https://bikez.com/motorcycles/bmw_g_650_xcountry_2009.php

Price: \$6,500

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MONTANA BMW RIDERS NEWSLETTER



CLASSIFIED

ZTechnik Z2418 clear R1200GSADV windshield.

This shield is 23" tall and 18" wide and is in excellent condition. Fits all R1200GS ADV bikes from 2005-2013. Would fit standard GS bikes, but you will need the ADV windshield bracket. New retail is \$269 for the shield, sell for \$100.00 + shipping or pickup in Somers, Montana.

This is not the actual picture of mine. Just to show the design.

Terry Logan

406-857-3258 (If no answer, please leave a message.)



MONTANA BMW RIDERS NEWSLETTER

Club Meetings and Ride Schedule 2022

Month	Date	Location	Venue	Day	Time	Theme ⁽¹⁾
January	16 th	Seeley Lake	Double Arrow	Sunday	1:00 PM	
February	19 th	Winston	The Bull	Saturday	1:00 PM	
March	20 th	Missoula	Press Box	Sunday	1:00 PM	Ride if you can.
April	23 rd	Clancy	Legal Tender	Saturday	1:00 PM	
May	21 st	Helena	Huddy Tech Day	Saturday	All Day	Repair, Replace & Socialize
	22 nd	Cascade	Missouri River Inn	Sunday	1:00 PM	
June	19 th	Big Fork	Echo Lake Café	Saturday	1:00 PM	
July	24 th	East Helena	Lakeside on Hauser	Sunday	1:00 PM	
August	21st	Lincoln	Montana Steak House	Sunday	1:00 PM	
September	17 th	Bozeman	Lindley Park	Saturday	1:00 PM	Bring Your Lunch
	15 th , 16 th , 17 th & 18 th	Helena	2 Helena and Back 2	Thursday thru Sunday	Check In Thursday— Out Sunday	Base Camp - Ramada Inn by Wyndham
October	16 th	Ovando	Trixi's	Sunday	1:00 PM	
November	19 th	Basin	Silver Saddle	Saturday	1:00 PM	
December	The protocol for Christmas parties will be determined based on club preferences at the time.					

MONTANA BMW RIDERS NEWSLETTER

ADVERTISING RATES 2022-2023

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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MONTANA BMW RIDERS NEWSLETTER



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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.

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