

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER

MEMBERSHIPS

BMWMOA #155

AMA #6830



Club Activities - Editor



Club members have closed out the riding year by now, and one, **Rebecca Coursey** did so with a 3,400 plus solo ride through the southern Rocky Mountains and western desert area, returning to her Bozeman basecamp barely ahead of cold and snow. See her article starting on page 11.

Mike Kreikemeier's article about the life, trials and tribulations of his 1942 Harley Davidson should revive some nostalgic memories of your motorcycle days of the past.

You will find the 2022 mileage contest results under **Larry Banister's** pen on page 5.

And the Christmas parties to close out the year, one at **Huddy's Outpost** and one at the Press Box in Missoula, both on **Saturday 10 December**.

Club functions for next year are starting to take shape. Refer to **Dave McCormack's** column on the Ride Schedule and election of officers. As for Club ride events, **Phil Haglund** will run the Little Belt Ride, base camped in Neihart next year, perhaps to include a squad of sidecars. John Webster informed us the Christian Motorcycle Association has extended an invitation to interested club members to participate in a Moab off-road riding event in March, 2023. More on that next month.

As for personal adventures, **Dave Fishbaugh** and his wife, **Mary Susan**, have about a 92% confidence factor of a 14 day ride in southern Portugal, southeast Spain and across the Mediterranean for time in Morocco. We will look forward to his article on that. He has also promised upcoming articles on his rides in South Africa and Wyoming.

Robert Carpenter has a channel on YouTube to chronicle his riding adventures - check out the details to view his site on page 19.

BMW AMBASSADORS - Kevin and Annie Huddy



If you are headed to MOAB or any other popular off-road riding area in Utah in 2023, you will need to complete a Utah online training course, as required by Utah House Bill 180. Thanks to the ADVENTURE RIDER website, you can find the details of how and why at ([Utah To Require Online Off-Road Training - Adventure Rider \(advrider.com\)](https://www.advrider.com)). According to their WEBSITE, the course will be available online as of January 1, 2023, with enforcement beginning on February 2, 2023.



Kevin and Annie

MONTANA BMW RIDERS NEWSLETTER

Secretary—Treasurer - Dave McCormack



Dick French told me recently that he thought the December Newsletter might be a little thin so I should write a longer article. Fortunately, I have a lot to cover...grab a libation, find a comfy chair, and read on.

We're again trying a new **Holiday/Christmas Celebration** process this year. Within days of you receiving the newsletter, there will be two different parties to honor the holidays for the club. There will be one in Helena for all those members living east of the Divide and one in Missoula for folks living West of the Divide. Both parties will be held on December 10th. The Huddy's are planning a brunch at their home in Helena and Dick French and Sandy Knutson are hosting lunch at the Press Box in Missoula. Look for emails to you from one of them for details. It would be appreciated if you

would RSVP to the hosts so they can ensure enough space for everyone.

It is near impossible to get all our members in one place for the Holidays. In the past, we only had a party in Missoula when the Missoula area dominated the membership roster. In the last 3 years, there has been a shift in not only membership further out from Missoula, but also in focus. Our club in the past was mainly an asphalt crowd. Now, we've become nearly half and half adventure and asphalt. We presume that's because in 35 years of the club's existence, most of us have seen every patch of asphalt in Montana and yearn for an alternative. Many have turned in their touring rigs for a GS style bike just to follow that dream. And manufacturers have noted that trend and are producing bikes that can do both relatively well. In the last 2 years, we've added 55 new members without losing too many. Where we used to think 60 paid members was a good thing, we're now having to think about 130 members. And many of the new members are adventure bike riders...or have a minimum of two bikes, one for each activity. Part of the challenge of next year's officers will be how best to serve those two divergent interests, touring and adventure riding.

Back in 2013-2014 we ran a survey amongst members and the results then suggested a change in our focus. BMW club riders wanted longer rides to meetings. They seemed willing to do up to 200 miles or more just one way during prime riding season. They also wanted more activities that took them to new places or unique venues. The Cafe to Cafe and Place to Place contests were an attempt to satisfy that idea. It was exciting. Folks enjoyed the challenge of tagging up to 5 cafes in a day or spotting long forgotten courthouses, schools, or monuments in far away bergs. But with all things, too much of a thing is too much. We've seen dwindling participation in contests. The leadership and the new leadership next year will need to grapple with what will continue to appeal to our members. **BUT** we will continue to at least sponsor the club Mileage Contest with **Larry Banister** again manning the tiller. Larry has given up riding but continues as a founding member of the club and feels particularly interested in the direction the club may go from here on out. We're indebted to him for his continuing commitment. Thanks, Larry, you're the best. By the way...one doesn't have to ride a motorcycle to belong. We have several members who just want to stay connected to our group and the world of motorcycling. Hoo Rah!

The **Ride Calendar** for next year is a work in progress but at its core, we're wanting to return to our favorites with a sprinkling of new venues. Our meeting turnouts have grown substantially in the last two years. As a result, we've outgrown some restaurants. Their capacity isn't sufficient if 30 of us show up for lunch (Trixi's promised they would have a new room for us next year).

MONTANA BMW RIDERS NEWSLETTER

Secretary—Treasurer - Dave McCormack - (continued)

If you loved the Avon Cafe, the Wagon Wheel Cafe in Drummond, or any other small restaurant where we used to meet in the past, plan a ride there and thank them for years they supported us. They're just too small for our growing group.

As part of trying to see whether we can create new opportunities for riders, we're seriously considering **an overnight ride** to the center of Montana... **Lewistown!** If we can get an idea about how many folks would be interested, we'll go ahead and contact Lewistown hotels/motels/campgrounds about taking care of us. It would be a dinner meeting rather than the usual lunch. It would be over a weekend during the summer (July maybe) and might be separate from our regular meeting schedule. We were trying to think of ways that we could include our far flung members in Billings, Fairview, Nashua, and a new member in North Dakota. Call or write to either Dick or me and we'll begin to flesh out the particulars.

As for the rest of the calendar, we should have it done in time for the January Newsletter but for sure, we'll be going to the **Broken Arrow Lodge in Seeley Lake, more than likely the 22nd of January**. Date and time will be confirmed in the January Newsletter.

A quick report on the **Scholarship Fund** managed by Kevin Huddy: We had 8 qualified participants and were able to refund \$50 to each person completing the course they took and passed. We went over the club budget but were able to find enough to cover everyone who applied. The budget will be a topic for the new leadership to take up in the spring. There is some chatter about either more per person or with a higher maximum or an expansion in some other way to encourage lifelong learning/training for our members. The more cell phones out there, the more we all need to continue to be well trained and vigilant on the roads. The more of us going off road begs the question whether we should train first for off road or learn by doing. There are some great off road courses available.

Elections: The club By-Laws call for an election in February, every two years. Our feeling is that if 3 people step forward, they can decide amongst themselves who carries what title. Titles in this club are not considered resume builders. In this club, a title merely suggests that you are a voting officer who can help guide the club for the next two years. You joined the Montana BMW Riders because our mission mirrored your own feelings about the sport. Whether it was just hanging out with folks with similar focus or having a club that suggested rides that you liked or looking for help with mechanical issues, we became your 'go to' motorcycle club. Now, it's time for you to help continue the 35+ year tradition and agree to spend what little time you might have to keep this club going. None of the current club officers are going away...they're commitment to the club remains. We will all be there to help, guide and assist in the transition. If you're not volunteering somewhere else, ask yourself what better volunteer opportunity is there, but in the sport that you love. Call me **(406)370-6628** if you'd like more information...or call Dick, Mark, John, or Lance.

Dave McCormack

Secretary—Treasurer

MONTANA BMW RIDERS NEWSLETTER

BMWMOA Regional Coordinator – Tom Moe 33028



As I reported in my September Column, my wife, **Susan**, and I were going to my class reunion the same weekend of the '2 Helena and Back 2' event. I won't say which reunion it was but at one time it was the same number as the nationwide speed limit, double nickel. While at the reunion in Lewistown my wonderful life noticed that I knew many people and felt that my heart was there so she suggested we move there. We also have begun to notice that our roots in Bozeman weren't really that deep.

So, the next day we went house shopping, there were only three to look at. Our first choice had a contingent offer so we took a second position which didn't work out so we made an offer on another and were under contract that week. Now we are glad it worked out that way as the one we got is more roomy.

Fast forward two months of buying, listing, selling, packing and moving and we settled in our Lewistown home. As I write this we are now back in Lincoln, CA for the winter. What a whirlwind experience, especially at an advanced age. **Lon McComas** was very helpful driving our Acadia to Lewistown on an all expenses paid road trip.

Unfortunately, this means I am more distant to Missoula but will still try to get to club lunches now and there. I went to UofM so always enjoy getting there.

I have begun to think about perhaps a small Central Montana event this coming summer similar to '2 Helena and Back 2'. Even a small event could be fun and introduce members to the area.

Here is a potential money saving offer some may want to take advantage of.

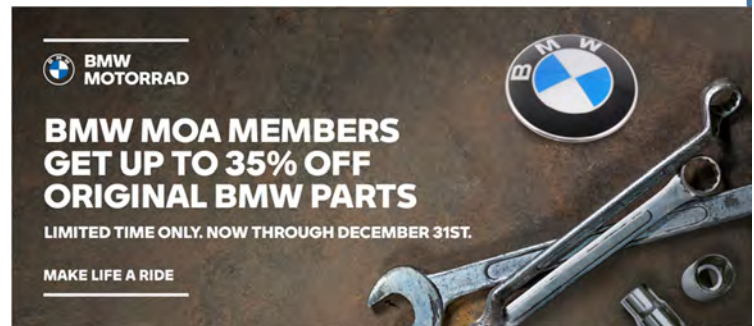
If you are a current BMW Motorcycle Owners of America member you can save big bucks on Original BMW Parts. Purchase in-store from their on-line parts department now through **December 31st** and receive up to 35% off your purchase of BMW Original Parts.

Go to BMWMOA latest news ([Save Hundreds with an MOA Membership - BMW Motorcycle Owners of America \(bmwmoa.org\)](#)) to find a participating dealer.

Merry Christmas to all and especially a Happy New Year of riding.

Ride safe, keep the rubber side down.

Tom Moe



SPEND \$150 GET 25% OFF	SPEND \$250 GET 30% OFF	SPEND \$500 GET 35% OFF
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MONTANA BMW RIDERS NEWSLETTER

Mileage Contest - 2022 - Larry Banister

First a big thank you to all of this year's participants, without you the annual contest wouldn't mean much and while participating isn't hard, remembering to send in your beginning and ending mileage appears to be a different issue! That being said, I've attached the 2022 excel spread sheet (following page) showing who participated, their bike(s), beginning and ending mileage on each and their cumulative mileage on all bike(s) ridden during the contest period. The far right column shows the total mileage by each participant as well as the "average mileage participants/total mileage" which is the total miles ridden by all riders divided by the total number of riders participating. This gives us the "average mileage" for all and is the number used to determine the "average mileage" winner.

This year's winners are:

- ◆ **Most miles ridden-Kevin Huddy** at 11,200 miles garnered him a \$75 check from the club;
- ◆ **Average mileage Rider-Dean Hall** at 4,211 (average mileage number is 4,165). Dean will receive a \$50 check from the club;
- ◆ **At Large winner Tom Moe** - Tom will receive a \$50 check from the club. This name was pulled from a hat which contained all the names of the participants less **Kevin Huddy** and **Dean Hall** (This drawing was done in a most credible and scientific manner, not to mention at great personal sacrifice.)



Dick French and I met at the Frontier Cafe in Stevensville with **Dave McCormack** for breakfast. We had the names in a hat and had our waitress draw the name from said hat!!) A photo of that process to the left. It should be mentioned that the first name drawn was **Dave McCormack's**. Dave has been the drawn winner twice, so he agreed to withdraw from this year's contest and **Tom Moe's** name was drawn as this year's winner!!

Given the fact that we are no longer having a combined Christmas Party at which the winners names were announce to the accompaniment of a marching band and a pyrotechnic display, the decision was made to announce them in the December newsletter with checks mailed to winners. In addition to the cash awards, **Kevin Huddy's** name will be engraved on the club mileage plaque which is housed at Big Sky BMW.

A couple of notes of interest to add to this years contest results include the fact that one of our members **Don Deuel** has achieved the 1,000,000 mile mark on motorcycles. Most of us are aware of the time and commitment it takes to do that and can also be glad that Don and his riding partner, **Greg Hintz** have elected not to participate in our annual mileage contest!! We saw both of them on this year's 3 Flags Classic at the check point in Missoula.

I heard from one of our newer club members, **Steve** (and **Natasha**) **Oakman** (Omaha, Nebraska) who joined mid-stream in this year's contest and thus was not an eligible participant for this year's contest. Steve is riding what appears to be a dealer sized inventory of motorcycles!! (2108 RE Himalayan, 2019 RE Interceptor, 2018 RE C5, 2021 RE Meteor, 2022 RE Classic 350, 2020 Janus 259 Halcyon and a 1982 Moto Guzzi V50III!!!). In his correspondence with me he indicated he has sold/traded in a couple of these bikes, but still has a substantial stable of rides! He submitted his 1 April to 30 October cumulative mileage of 8,947, vowing to get his numbers submitted in time for the 2023 contest. He also mentioned that he endeavors to ride all 12 months of the year, so, in addition to a serious number of rides, he's a serious rider. Also Steve told me is that he maintains a written riding log for each bike for each ride, for each year. Having done that myself for my riding career it is nice to see that meticulous records keeping is being continued by another member of the Montana BMW Riders! I appreciated hearing from Steve and Natasha and told him we'd be sure to mention his riding exploits in our final mileage column and look forward to including him next year.

Many thanks to all who participated, congrats to all the winners and all of you enjoy a special Christmas Season..

Larry Banister

Montana BMW Riders Mileage Contest Coordinator

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2022 Montana BMW Riders Mileage Contest					
Beginning April 1, 2022-Ending October 31, 2022					
Name	Motorcycle	End Miles	Begin Miles	Miles per Bike	Total Miles
Armstrong, Gary	R1150RT	111,480	110,553	927	
	R1200RT	48,563	46,435	2,128	3,055
Carpenter, Randy	R1200RT	34,841	30,260	4,581	4,581
DiBari, John	2016 African Twin	28,124	24,998	3,126	
	KTM 390	2,439	2,226	213	3,339
French, Dick	F800GS	24,340	22,774	1,566	
	Kawi 300 Versys	3,215	2,912	303	
	F800GT	16,037	15,234	803	
	BMW G310GS	4,972	3,980	992	3,664
Hall, Dean	R1200GS	17,332	13,121	4,211	4,211
Huddy, Annie	17 1200GS	51,139	42,338	8,801	
	14 F800GS	43,317	43,100	217	
	2019 Ural	7,284	5,724	1,560	10,578
Huddy, Kevin	R1250GSA	13,350	3,038	10,312	
	Ural	7,968	7,710	258	
	F700GS	11,744	11,114	630	11,200
Humberger, Jason	R1100R	26,220	24,770	1,450	
	R1150GSA	28,493	28,364	129	1,579
Lemke, Kim	R75/7	76,511	76,511	0	
	RE Continental GT	7,652	7,113	539	
	K100RS	91,541	90,803	738	1,277
Manchester, Larry	R1150RT	71,193	65,861	5,332	
	F650GS	24,801	24,338	463	5,795
McCormack, Dave	17 Spyder LT	19,395	16,738	2,657	2,657
Moe, Thomas	16 R1200RT	18,647	18,647	0	
	18 R1200RT	11,566	9,230	2,336	2,336
Reaves, Chuck	R1200GS	19,201	17,951	1,250	
	F650GS	26,028	25,483	545	
	V7Moto Guzzi	3,008	1,840	1,168	
	Kawi KLX 300	789	717	72	3,035
Webster, Janet	12 Spyder	11,746	9,350	2,396	2,396
Webster, John	K1200Lt	60,295	58,261	2,034	
	KLR650	16,817	16,081	736	2,770
Total Miles of riders participating					62,473
Average mileage participants/total mileage)					4,165
Revised 11/25/2022					
<u>Winner-most miles ridden: Kevin Huddy</u>					
<u>Winner-Average miles: Dean Hall</u>					
<u>Winner-At Large Drawing: Tom Moe</u>					

MONTANA BMW RIDERS NEWSLETTER

A New Old Ride - Mike Kreikemeier



I bought the frame, engine and transmission for \$250 at a bike shop in Lincoln, Nebraska in the summer of 1972. I then went to a motorcycle junk yard near Omaha and bought the springer front end along with front and rear wheels with tires. I found the fenders, tank, a new (in cosmoline) connecting rod assembly with main roller bearings to replace the loose bearings that came in the engine, from a Harley parts shop in Sioux City, Iowa.

I sand blasted the frame, tank, fenders and parts of the engine. Then painted the frame black, and tanks and fenders green. Same paint as today. The frame came with a banana seat with no suspension. It was hard on the back to say the least. I put a head light (from a BSA?), because I couldn't find a Harley one. I never found the clutch pedal, cable and throw-out bearing assembly and transmission cover. I fabricated the missing cover from 1/4" cold rolled steel rod and 1/8" pipe. Still on it today. I rode it for a year or two locally. I remember towing a 1959 VW bus with it up the hill on the farm. The back tire would spit out dirt every combustion hit of the engine. It had it's share of torque! Then when I went back to college I was short of money and sold it to my brother Terry, two-years younger than me.

In about 1974 Terry, and a friend Dave, who had a 750 Honda, decided to do a road trip to Moscow, Idaho to visit me where I was in college at the time. Terry had dark hair that grew naturally as an Afro..., Dave had brown shoulder length hair. They were riding on a cool Eastern Montana night. Dave needed to put on warmer jeans so they stopped at a roadside bar. (I am picturing Alzada, Montana) Dave went in and a few seconds later he came running out yelling "Lets Go!". Evidentially longhairs were not welcome. Terry admits that was the hardest he ever ran the old flathead.

If you know the old Lewiston grade out of Lewiston, Idaho (it is a great motorcycle road) you can see how a flat-lander might screw up on the tight curves. Terry learned the hard way - laid it down and broke off the kick starter shaft, but somehow got it started and met me in Moscow. We took the kick starter shaft to a blacksmith and had it welded back together. Then Terry and Dave rode to Pasadena, California to visit friends.

Terry had new valve guides put in. The valve guides are, and were the wrong material (bronze?) and when the engine got extra hot after riding in the heat, and it cooled off quickly, the valves would stick. Terry had made a tool kit especially made to pull the heads and hammer the valves loose when that happened. He stopped for gas in California on a hot day. The valves stuck and the gas station attendant insisted he put it on the lift so he wouldn't have to bend over fixing the it. An hour and a half later he was back on the road.

Terry and Dave were not prepared very well if they lost each other. After a gas stop, Terry's coat got stuck in the chain on a California freeway. Terry wasn't wearing the coat at the time. Terry stopped to work it out of the chain. Dave didn't notice. Two and a half hours later they found each other with Terry waiting at the previous gas stop.



MONTANA BMW RIDERS NEWSLETTER

A New Old Ride - Mike Kreikemeier - (continued)

Dave got tired of riding the 750 so he sold it and bought an old Econoline van in California, and they loaded up the Harley and went back to Nebraska. Terry rode the bike that whole trip with a banana seat on that hard tail. (Photo on previous page) He would roll up a towel and put it crossways to make the seat wider.

Then Terry spent the next couple years scrounging more parts. Some from La Junta, Colorado and some from a bone yard in Sturges. One item he snagged was a more comfortable Harley seat. He covered it with the leather he tanned from a calf that died on our cousin's farm where he worked. The saddle bags were made from thick stiff leather that our dad tanned from a cow that died on our farm.

Then in about 1984 he took the bike from Nebraska to Cotopaxi, Colorado, St Louis Missouri and back to Nebraska. He rode the bike under a bridge and went for a swim.. Yup the valves stuck. Got out his tool kit... an hour and a half he was back on the road. Tool kit is still in the saddle bags.

Terry took it easy on the bike and told me to do the same. Max speed to ride is 48 MPH. He would take the bike on local poker runs in Eastern Nebraska. Most of the time he arrived too late to play his hand. Everyone was gone .

I have tried to buy the bike back several times after graduating college but it didn't happen. In the 1990's he and I went riding together, me, on my shiny new TL1000s and him, on the Harley. People would walk up and didn't even notice my bike, but were in awe over the Harley. Finally a couple years ago I had a VW TDI wagon he wanted and we traded.

About the valve sticking, when I rode it to Lindley park for the BMW lunch in September of this year, I stopped at Costco on the way. When I came out there was no compression. Oh shit.. the valves stuck?? I called Terry. I told him there was no compression. Valves? Then I noticed the oil light wasn't getting dim when the points closed as I kick started it and we figured put that maybe the engine wasn't turning. Terry had replaced my homemade clutch pedal with the Harley one. It has a friction plate and will stay disengaged when you take your foot off. I forgot to re-engage the clutch. Terry says he thinks about that now and then and laughs.

I will never mean as much to this Green 1942 Harley 45 Flathead as my brother Terry. I raised it from the dead. Terry made it whole and grew a soul in it. I thank him for that.

Terry has an old Indian V twin-flathead engine and transmission he is not sure what to do with....

Mike Kreikemeier



My brother Terry and the old '42, both in their prime.



MONTANA BMW RIDERS NEWSLETTER

Three-Wheelers - New Members

We've added two new members. We adopted **Finn** (to the rear) and **Elliot** November 1st and they will be four months old on December 1st. (*HAPPY BIRTHDAY - Editor*) Their mom was supposedly an Australian Cattle dog and dad is unknown. We hope they will be accomplished side car copilots by the end of this summer. Might make for a good new member profile in the newsletter, but they are not giving interviews at this time.

Kevin Huddy

What is it about sidecars and dogs? Two sidecars - two dogs—in training. I'll bet the sidecar rider magazines even have FARKLEs for dogs! DOGGLES, BANDANNAs, special collars and restraints.

Editor



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MONTANA BMW RIDERS NEWSLETTER



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When you go, tell them you saw our ad in the MONTANA BMW

Riders **DECEMBER 2022** newsletter and ask about our models and financing. We are a proud supporter of the MONTANA BMW RIDERS.



Nate Bertland
OWNER



Andy Main
MASTER CERTIFIED BMW TECHNICIAN



Nik Anderson
BMW & KTM CERTIFIED TECHNICIAN

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Rebecca Coursey

October Lessons: Chain, Sprockets and Night Riding on Freeway

I rode from Bozeman to Logan, Utah, leaving October 12. It was cool but sunny, and the bike was solidly packed with tent, camping gear, food, motorcycle clothes and workshop professional clothes. I had a full trip planned, heading to southern California for a two-day track training with CLASS Rides, the excellent track riding school of Reg and Gigi Pridmore. I had planned some time for riding Utah, a visit with my sister in Colorado, followed by a 5-day professional workshop in Boulder. Knowing that the weather at the end of October held no guarantee for riding the return to Bozeman from Boulder, CO, I had arranged bike storage with a friend in Denver and bought an airplane ticket home.

For the track training, the tires (Mitas E-07) that were South America endurance of dirt, river crossings, gravel in Patagonia Ruta 40 and asphalt, needed to be replaced. Good Ruta-40 rider and friend, DeVern Gerber (#52184 MOA ambassador), of Logan, Utah said he'd help me put on new tires, so I sent new tires to him (Michelin Anakee ADV). Here's a photo of DeVern working on my F750GS. His garage is every motorcyclist's dream, with beautiful Handy Lift (recessed into garage floor) and air compressor and all kinds of things, all organized and clean. DeVern is a long-time rider and knows so much! If I heard right, he used to work at a BMW motorcycle shop. He let me help with putting the tire on. We cleaned up the chain, but therein was the problem.



Now I bought the F750GS new, in 2019 from Hansen's BMW in Medford, OR. I've never had to replace a chain. Didn't quite understand about that all, and sprockets. She had 16,000 miles on her after Ruta-40-South-America trip, and a mechanic here in Bozeman had thought maybe I had another 4000 to 5000 miles on the chain. I should have changed the chain and sprocket then, but I just didn't quite know. As DeVern and I looked, it was somewhat rusty (I have learned I need to lube the chain A LOT MORE), we couldn't tighten it much more (beyond 3 marks). He said it wasn't safe, but he didn't read the "riot act" to me. So feeling uneasy, I called Harrison's Eurosports in Sandy, Utah, and they ordered the chain and sprockets for overnight delivery. I delayed my trip by a day. DeVern and I had a great ride up Logan Canyon, to Garden City (GREAT ESPRESSO AND FOOD!) on Bear Lake, and back around to Ogden. It was a splendid day. Here's a photo from that ride Monte Christo pass at 9000 ft along highway 39 West in Utah. Heigh of Aspen Gold.

In Sandy at Harrison's, I ended up spending most of a day waiting for parts to be delivered. FedEx didn't arrive that day. I waited, had a few bad cups of coffee, studied course material for my upcoming professional training. No one came to tell me that the delivery didn't happen.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Rebecca Coursey - (continued)

I finally asked, having sat there for 4+ hours, being polite. One sprocket had been delivered the day before, but the rear sprocket and the chain—no go. It was Friday. They didn't get deliveries on Saturday, could help me out on Tuesday. CLASS began on Monday. Looking back at this situation, I'm really surprised no one at the Harrison's BMW shop didn't really look at the chain, and advise or help anything more. I was a single solo woman riding a BMW on a trip. Anyway I couldn't wait until Tuesday, so . . . ignorance is bliss . . . and off I rode, into the wild wide open roads toward the sunset in Basin and Range Mystery of western Utah to NEVADA. Now I love Nevada. I used to live between Reno and Carson. The first time I drove Hwy 50 was at age 22 in my 1968 Corvair. It was 1982, I was just out of college, going to California to visit my sister. I fell in love with Eureka, NV sitting there by the water tower. Told my 22 year old self, I'm going to live in Eureka, NV someday. So I wanted to ride back through there, consider if that was really still true! Plus camp at Great Basin National Park. It's a screaming good time riding those roads, and the Basin and Range with those mysterious deep canyons calls to that deep lone place where nothing is as good as it gets. My speed records of 105 mph a few times are all set in Nevada. Anyway I had a good time, riding hard and clear. Singing my songs to the clear morning sun and canyons I want to explore. I had one of those great conversations with a ranching woman named Daisy while gassing the bike up in Eureka. She had a great old ranch truck. A woman who ranches in Nevada has clear eyes that see far and knows the value of real work and probably a cold beer. I would like to meet her again.

Here's a photo of where I camped at the Sacramento Pass area, under that beautiful tree. I did a little hiking there.

There's a great road south of Tonapah, I've ridden it 3 times now. 266 west over Lida Summit (7403 ft), which then becomes 168 w in California, going through the Ancient Bristle Cone Forest. It's the twisties, the canyon, the deep quiet, the air crisp and fresh, the smell of pines, and the amazing Sierra's as you crest over Lida Summit. Mt Goddard at 13368 ft in the Kings Canyon Sequoia area, and Mt Whitney at 14,494 ft rising above the mountains that one is riding, on the northern edge of Death Valley. The next day I rode to Lancaster, CA, where I had a hotel for a few nights for the track training at Streets of Willow. I was able to ride the morning

sessions, but the guys noticed that my chain was not right. Sagging. Making noise. Reg looked at it, and he was not pleased! He let me know, that had he seen my chain during Tech check, he would have never let me on the track. He told me to slow down and not torque on the chain (that became a real lesson of easing and subtle shifting). After lunch I talked with John Francis, a really good mechanic, instructor-coach and rider. I talked with a few of the other coaches. There was a kink in the rusty chain. One coach, Marcus, thought if I could get a chain he could thread it on. But all of the coaches were really concerned about the danger to me and other riders. I began making calls and at first I thought we could get a new chain and sprockets that afternoon, still train the next day, but it didn't materialize. So with great disappointment, embarrassment at my own lack of motorcycle care, and heartache about the cost too, I was not able to participate in the rest of the two day training. However ZEAL RACING in Palmdale, came to my rescue. (Shout out to Emil Ovrud, owner, Zeal Racing in Palmdale, CA). They put my bike up on the racks that afternoon, cleaned up my chain, and gave me the best instruction on chain care and how my motorcycle works. This group of guys were

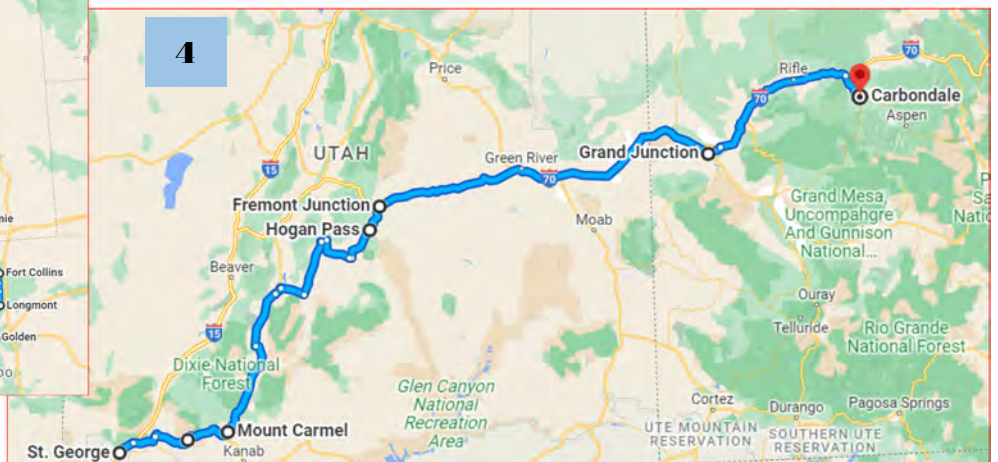
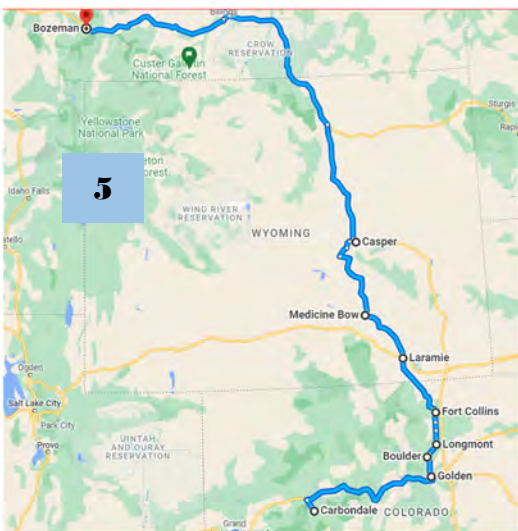
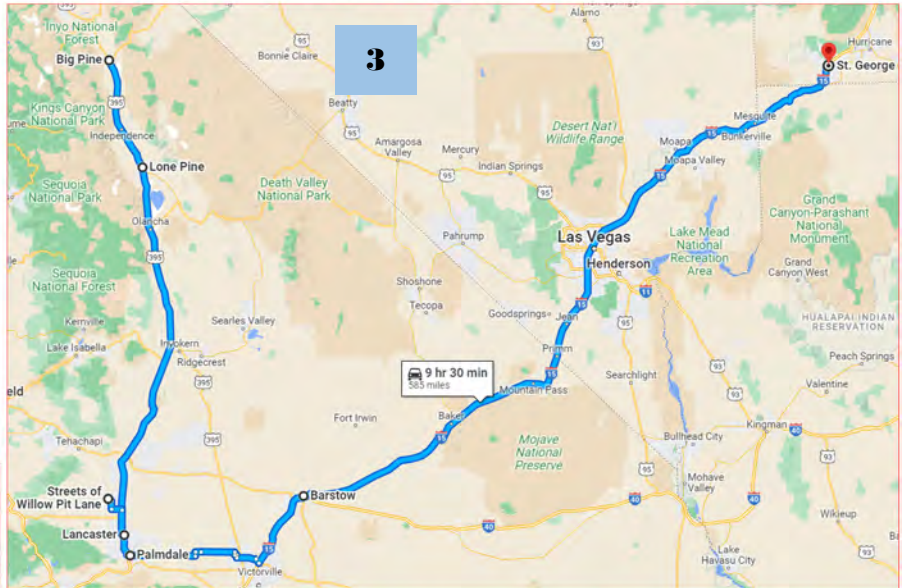
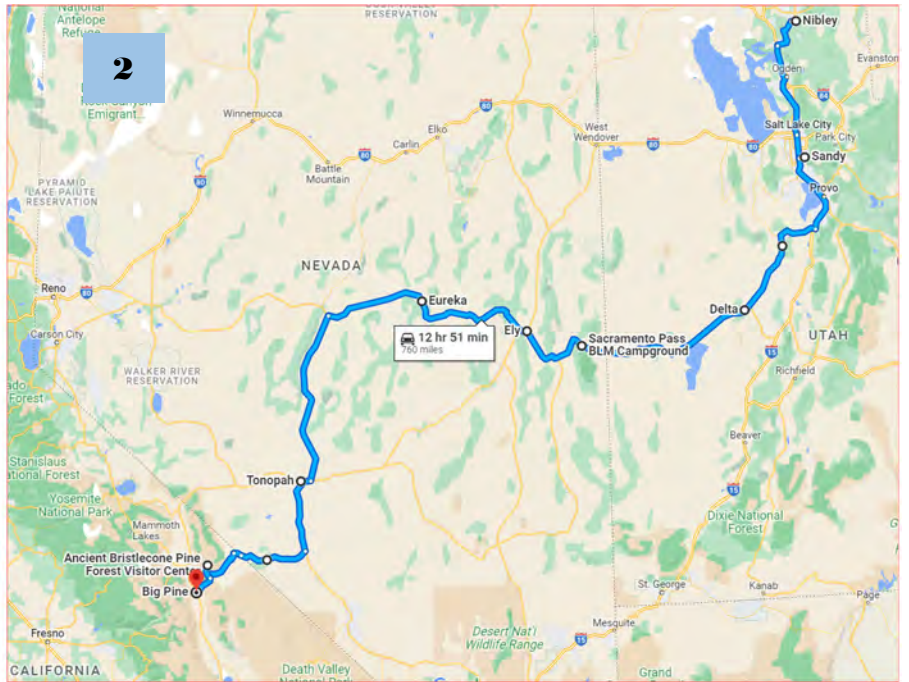
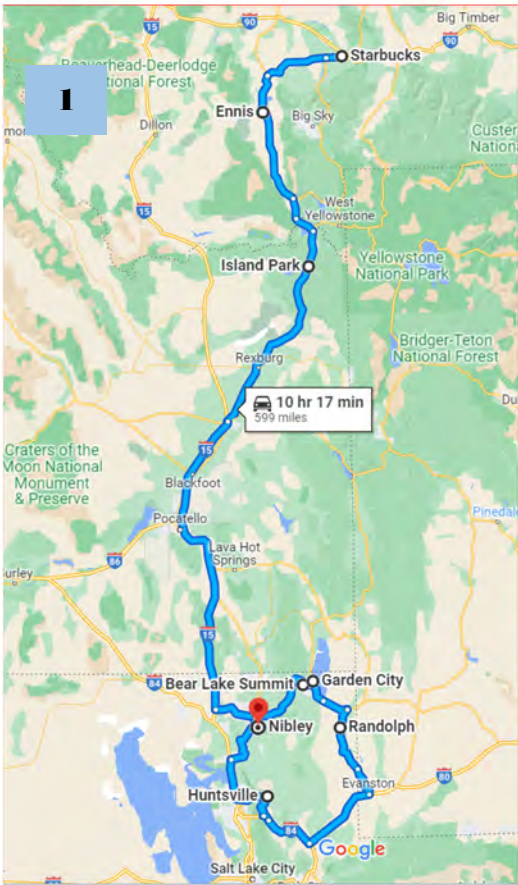


MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Rebecca Coursey - (continued)

The 'track' - approximately - of Rebecca's solo journey, shown in sequential segments.

Editor



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Rebecca Coursey - (continued)

kind, helpful, clear and intelligent! We ordered parts through FedEx, which again didn't arrive. So I ended up buying the chain and sprocket from Long Beach BMW in California and then . . . get this . . . used Uber Package to deliver these things to my hotel! I did NOT want to ride into LA myself. Costly but worth it. Zeal put all the new parts on, changed the oil, tighten steering bearings that they noted were loose, and I was back on the road, midday, the day after the track event was over. But leaving 18 hours later than planned. The leisure riding and camping through Utah was no longer an option.

I only had a day and half to get to my sister's in Carbondale (approx. 870 miles from Palmdale), so I ended up riding Freeway I-15 into St. George at night. But I was pretty calm about it. Just slowed down. And let me tell you, that chain was silky smooth. I hadn't realized that that sort of weird slipping feel was my chain slipping. Or that weirdness that was the kink in the chain. Perhaps I was so relieved to be safe that riding at night on a freeway felt easy! Or maybe, actually my morning of track training had really helped me. I learned a lot in the five morning sessions which I did get to do. A lot learned about body positioning, eyes up and how to ride a better apex. The next day, I rode through Zion and took Hwy 22 (my new favorite Utah road) through a cattle drive that took 45 minutes to get through! and up to LOA where I DID NOT GET GAS REALLY DUMB and then north to I-70. Almost ran out of gas because I didn't follow the golden gas rule of get gas whenever you can. Luckily I was carrying an extra liter and half. Got me to Green River. Cost me time. A lot of stress too. But a good day of riding. Did another hour plus on I-70 in the dark getting to my sister's in Carbondale.

Then onto Boulder, just doing I-70. Pretty cold on the passes. Eisenhower tunnel. Lots of traffic Friday afternoon coming into Denver. Some wicked wind and snow up high. Not exactly fun, but beautiful. Made good time, arriving to Boulder at a friend's home, put the 750 in her garage, and then attended one of the most exceptional classes in Biodynamic Cranial Sacral and Roling for five days. The Magic end to this story, is between the snow storms systems, the weather cleared enough and I rode home to Bozeman from Boulder instead of leaving my bike behind and flying. The winds in Wyoming were bitter, I was afraid, thought of asking Biker Bill in Medicine Bow if I could pitch a tent. But I made it to Casper for the night. The next day was better. All freeway after Casper. Kind of in the 42 - 47 degrees range. Billings was 65 degrees. Felt like a sauna! Mostly sunny, strong winds though across I-90. I had my layers on. Wool is a woman's best friend on a motorcycle! This is Wyoming, east of Medicine Bow, on Hwy 487N in WY . Note the wind-mills in the background. The wind was fierce along here. I had stopped to add another jacket as I was cold. The wind rivaled some of what I remembered in Patagonia. There was some snow grapple on the roadway. Not exactly what I prefer.

All together, the trip was 3422 miles. Another lone rider trip. I sing and hum. I really enjoy the solitude, time to think through complex problems. After a few days of riding-meditation, the mind-space gets very quiet and spacious. Kind of like Nevada.

Bozeman and back, in October! Pulled into my garage around 4:30 pm on Saturday 10/29/22, got a wood stove fire going, and unpacked. Tightened the new chain. I'm hoping that was my training ride for Alaska next summer! Before that though, I'm hoping to ride some Death Valley and Mojave with Rawhyde in early 2023. Got a few other ideas, and while I'm enjoying this snow and ice skating again, both bikes in my garage . . . keep winking at me and pointing their headlights to the truck outside, trying to convince me to load them up and head south to some dirt.

Just something about a little dirt under the tire, right?

MONTANA BMW RIDERS NEWSLETTER

Here are the sister's waiting for spring riding.



Rebecca Coursey



Windermere REAL ESTATE



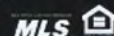
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For Sale - Steve Sullivan

1974 BMW R60/6 Motorcycle - Great running vintage BMW 600. There are 66,988 miles on the odo but it is in excellent original condition and working order. Recently replaced & rebuilt:

- ⇒ Rebuilt Tachometer
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This bike is ready to ride for the classic BMW enthusiast! Priced at **\$5,250 - OBO**. Call or text **Stephen Sullivan @ 406-250-2039**.

I reside in Whitefish and would consider delivering the bike to locations in or near Montana.



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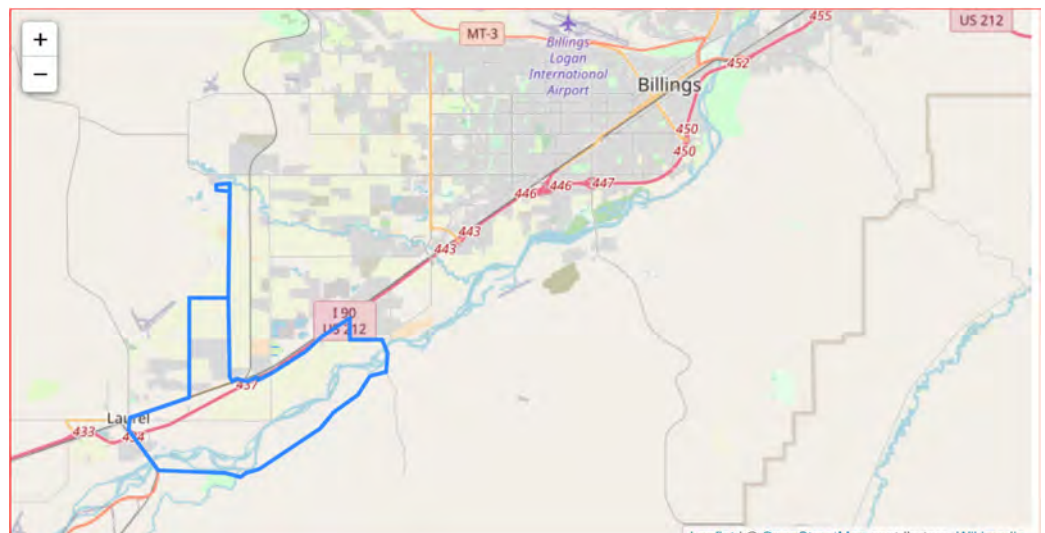
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Report from the Road - Mike Hofferber

A November ride in Montana even if it is only 27.1 miles. Mike Hofferber took his R1200GS off the charger November 25th just long enough to take advantage of a windy 53^o day in Billings.

Editor



MONTANA BMW RIDERS NEWSLETTER

November Meeting - Silver Saddle Café - Basin, Montana

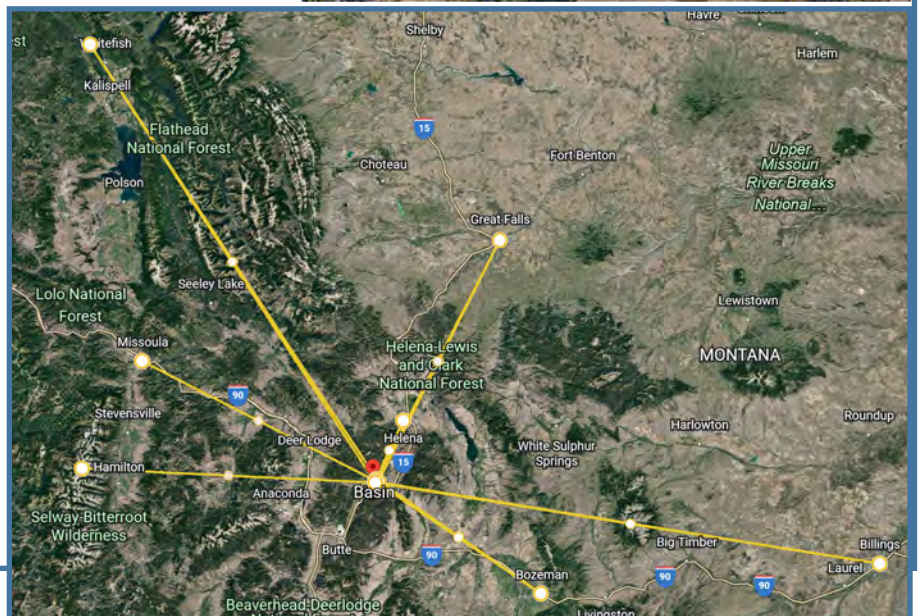
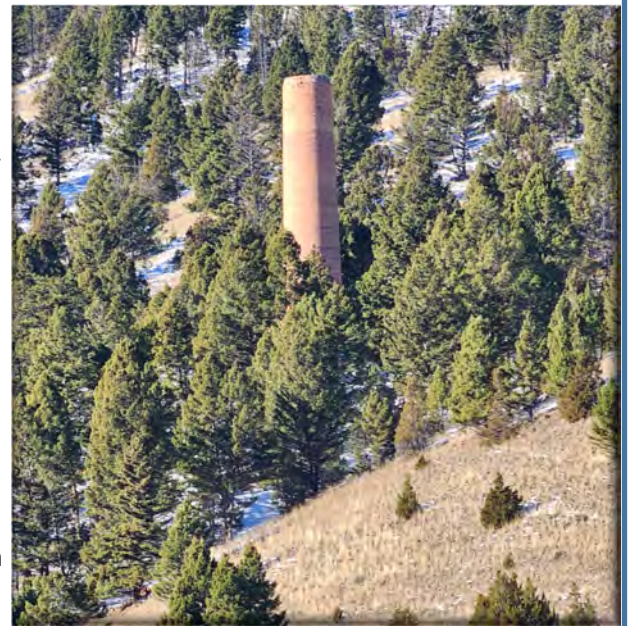
We had a small, but enthusiastic group at the Silver Saddle Café in Basin on the 19th. Basin, see the map below, is a small community, just about mid-way between Butte and Helena on Interstate 15. It lies about ten miles east of the Continental Divide at 5,300 feet elevation. In warmer weather, a 30 mile dirt ride on Boulder River Road from Deer Lodge would connect you to I-15 at Bernice, about six miles south of Basin.

As with many faded Montana communities, Basin got its start in the 1860's when gold was discovered on Basin Creek. The town was established, about 1870, to supply the mines and miners.

It prospered from mineral extraction, and by 1905 it had attracted the attention of F. Augustus Hienze (*Wikipedia*) and had an estimated population of 1,500. Two railroads, the Northern Pacific and the Great Northern, served the town. Most prominent and easily recognized structures from its heyday is a brick smoke stack that can be seen north and west from downtown. It is what remains of a smelter to process concentrated ores from surrounding mines. Although it was fully completed, the locals told us it never operated.

According to Wikipedia, Basin functioned as home to the Montana Artists Refuge, a nonprofit organization. It offered residencies in two historic buildings, a former band and meeting hall and a former dry goods store converted to apartment and studio spaces. The organization sponsored annual art events including the American Indian Artist Symposium and the Basin City Jazz Art Experience. All types of artists, including potters, painters, musicians, dancers, singers, weavers, and writers had residences in Basin. The refuge closed in 2011.

Basin's current attraction is the Merry Widow Health Mine, a tunnel into a mountain where radon gas is naturally emitted. According to its website, an active destination for health seekers.



MONTANA BMW RIDERS NEWSLETTER

November Meeting - Silver Saddle Café - Basin, Montana - (continued)

Our hard core members, or maybe just always ready to have lunch someplace, starting with Lance Lerum on the left, Dean Hall, Sandy Knutsen, Dave McCormack, Ken Conrad and Mike Kreikemeier. Gail Hale, owner of the Silver Saddle, and, according to the sign in front, the "Boss Lady" and an attentive host.

The history of the Silver Saddle is a bit obscure. From photos found in the restaurant, it appears to have been a main structure in Basin, constructed after one of the fires that occurred as the did in many of the early mining towns of Montana. The location of the restaurant was once a barbershop, and flanked by what could have been retail stores. The structure has existed since at least the 1920's.

Their menu covered foods from western to Mexican, and one member was very complimentary of the shredded beef Chimichanga. Definitely worth visiting next riding season.



Editor

Report from the Road - YOUTUBE WEB SITE - Robert Carpenter



Momentum Moto MT fall trip to Clayton, ID

Momentum Moto Mt • 50 views • 9 days ago

Beautiful trip to see the Chinese Wall or Gun Sight pass area in Clayton Idaho. Very different terrain than southern Montana, scenic rivers, hot springs everywhere. A fun trip for most any...

MONTANA BMW RIDER, Robert Carpenter has launched a You Tube website, [Momentum Moto Mt](#) to chronicle his riding adventures, along with a bit of his personal philosophy. His first posting, Fall Trip to Clayton, ID, brings his riding adventures to life. We hope he continues sharing these on You Tube.

Editor

MONTANA BMW RIDERS NEWSLETTER

Report from the Road - Ural Art

This artistic representation of a sidecar racer was built entirely out of failed parts from Urals. Took the artist almost two weeks to gather the parts.



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MONTANA BMW RIDERS NEWSLETTER

Classified - Phil Haglund



For Sale - 2005 BMW R1200ST. 19,105 miles. Only 580 imported in the U.S. Bike Specific Tank Bag. Nearly new tires. Low Sargent Seat. Aftermarket handlebars for a more upright seating position. PIAA Driving Lights. Recent 24,000 mile service. Service records available. **\$7,500**. If interested, call **Phil Haglund** at **406-939-0600**. Bike located near Belt, Montana .

Tents for Sale - Mike Hofferber

I have four tents, the bigger blue one (north face), I'd like to get \$100 for it. The other three are all 2-3 person tents. The Scheels model has a footprint, not sure about the other 2. I'd take \$40 or best offer for any of them.

Contact me:

- Email: mike.hofferber@gmail.com
- Telephone: **406-698-8179**



MONTANA BMW RIDERS NEWSLETTER

Classified



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

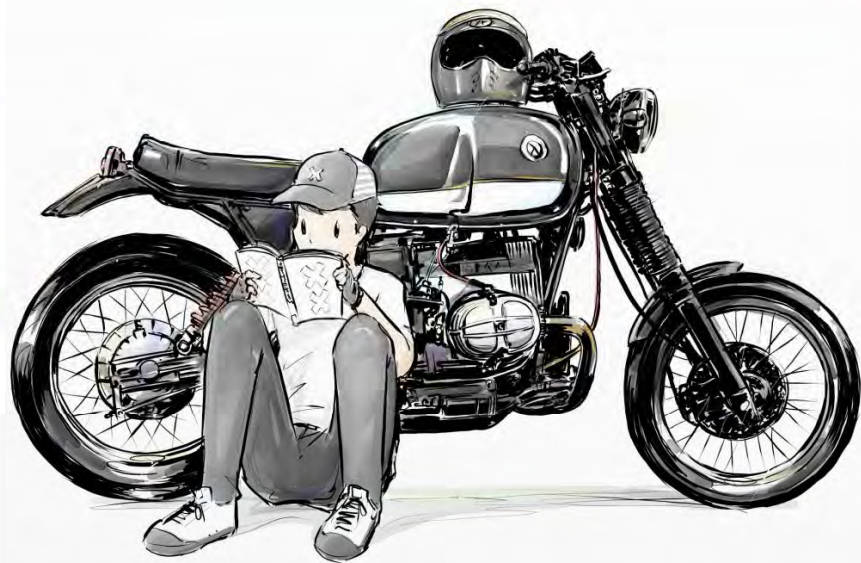
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MONTANA BMW RIDERS NEWSLETTER

Classifieds - Lon McComas



BMW 2002 R110RT for sale. 76,000 miles; New tires (Michelin Pilot 4's) and full service 09/2021; New battery in August 2022; Has flashing tail lights and bright LED running lights. Asking **\$4,000**.

For information contact **Lon McComas** (406-388-0678) or email (lwmccomas@yahoo.com).

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Three-Wheelers

"Turned over 50,000km early last month. So now it has 56,500km-plus. I replaced the speedometer at 6500km. I'd been out at Kevin's, it was around minus 10 degrees, the rig sat and cold soaked for about 4-5 hours. When I left, passing through about 40mph, I heard a high pitched whine, looked at the speedometer and the needle was spinning so fast it was a blur. Broke the needle mounting shaft. The speedometer cable, at the cold temperature, had wound up so tight because of the cold grease on the cable that when it finally released all that wound up energy had the speedometer needle spinning. So I replaced the speedo at 6500km. Ural replaced it at no charge. I asked what a new speedometer lists for. \$60.00. Just for fun I checked BMW Motorrad MSRP for a speedometer for my old '95 R11GS. \$354.53. Of course it does come with higher numbers on it than the Ural speedometer..."

Ken Conrad



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	21 st	Lincoln	Montana Steak House	Sunday	1:00 PM	
September	18 th	Bozeman	Lindley Park	Sunday	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	An "East Side" party at Huddy's Outpost at 1:00 pm; A "West Side" party at the PRESS BOX (Missoula) at 1:00 pm.					

MONTANA BMW RIDERS NEWSLETTER

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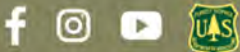


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ADVERTISING RATES 2022-2023

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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

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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