

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER MEMBERSHIPS :

BMW MOA #155

AMA #6830



Presidents Corner – Larry Manchester



The days are getting longer, the birds and geese I watch through my front window are getting more active. All signs that Winter will soon be replaced by Spring. I know it's only the end of February and March and April can bring some nasty storms in Montana, but I am getting anxious for riding season. I hear lots of folks planning rides, going to the BMW Rally in Redmond for instance. The Gravelly Range ride is taking shape nicely as well and you can find more about that on the MT BMW Riders website.

I am putting together a ride I call "**Mountains and Museums.**" It will be some great riding over some scenic Mountain passes along with time to visit two great Museums in Wyoming. The ride will start from Red Lodge on August 18th. That allows anyone who attends the Beartooth Beemer Rendezvous on the 15th-17th the chance to participate. I plan to 'motel-it' along the way, camping is not my favorite pastime anymore unless I am in my 29-ft camping trailer. But there are nice campgrounds available in all of the overnight stops for those who choose that option. The itinerary is posted below, check it out and if you want to ride along please email me directly at bmwlongrider@gmail.com. You can also direct any questions to me at that address also.

- August 18th – Red Lodge Mt. Meeting location TBD later. KSU (Kick Stands Up) at 8:30 AM.
- Red Lodge over the Beartooth Highway to Crandall Junction, then through Sunlight Basin to Cody Wyoming. Riding distance-120 miles, leaving plenty of time to visit the Buffalo Bill Museum in Cody that afternoon. Overnight stay in Cody.
- August 19th — Cody, KSU at 8:00 AM. Cody to Thermopolis, brief rest stop at Hot Springs State Park, then ride through Wind River Canyon to Shoshoni and on to Dubois, Wyoming. Total riding miles -212, again leaving time to visit the National Museum of Military Vehicles located a few miles east of Dubois. (Veterans get in free to this Museum). Overnight stay in Dubois.
- August 20th - Dubois, KSU at 8:00 AM. Dubois west over Togwotee Pass, then to Jackson with great views of the Teton Mountains along the way. Short stop in Jackson for obligatory photos at the famous Antler Arch, then over Teton Pass to Victor, Idaho. Victor to Driggs and then Ashton, Idaho with great views of the backside of the Tetons. Total riding miles-165. Plenty of stops available for pictures along this route. Overnight in Ashton, Idaho.
- August 21th - Ashton, Idaho, KSU 8:00 AM. The route that day will depend on where you live. I plan on riding home to Corvallis through Ennis, Twin Bridges, Dillon and Wisdom to Corvallis. Those coming from the Helena area can go to Ennis and then north, or may choose to go to West Yellowstone to Bozeman and then home. Ken Conrad has suggested a nice little side route—Highway 47 from Ashton to Island Park. Great way to avoid some of the tourist traffic on Highway 20, and Ken says there are some great views along the way.

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Presidents Corner – Larry Manchester - (continued)

As you can see from the itinerary I have not made this into an Iron Butt event. Not super long miles each day, but there will be lots of curves, great scenery, great opportunities for pictures (*for the Newsletter - Editor*). It will be a relaxing, enjoyable ride that anyone can enjoy no matter what you are riding, or what your riding skills are. Look forward to hearing from you!

Larry Manchester

President, Montana BMW Riders



BMW AMBASSADORS - Kevin and Annie Huddy



Kevin and Annie

A recent recall that may effect some of our riders.

NHTSA Recall ID Number : 24V109

Manufacturer : Triumph Motorcycles America, Ltd.

Subject : **Front Fork Caps May Detach**

<u>Make</u>	<u>Model</u>	<u>Model</u>	<u>Years</u>
TRIUMPH	TIGER SPORT	660	2023
TRIUMPH	TRIDENT	660	2023

NHTSA Recall ID Number : 24V113

Manufacturer : Honda (American Honda Motor Co.)

Subject : **Fuel Pump May Fail**

<u>Make</u>	<u>Model</u>	<u>Model Years</u>
HONDA	CBR1000RR	2018-2019
HONDA	CBR600RR	2018-2020
HONDA	GL1800	2018-2020

MONTANA BMW RIDERS NEWSLETTER



Quality products from BMW, KTM, Kawasaki and now GAS GAS off-road motorcycles ...and great service sets Big Sky Motorsports apart from other dealers. Our service department specializes in all types of motorcycle, ATV and snowmobile maintenance and aftermarket parts and accessory installation.

Visit our showroom at 2315 South Avenue West in Missoula or call (406-728-5341) to speak to one of our staff, or visit us on the web at [Big Sky Motorsports | Powersports Dealership](#)

[in Missoula, MT](#) . You can also find us on eBay for parts and accessories, or see us on FACEBOOK.

When you go, tell them you saw our ad in the MONTANA BMW Riders **MARCH 2024** 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

February Meeting - Helena

With the ambient temperature hovering around the freezing mark, sixteen members made the trek to The Grub-Stake Restaurant and Lounge in Helena, Montana for the Club's monthly meeting. Although most came by car or pickup, two of our hardy soles arrived by their sidecar rigs. If the decibel level was an indication, it was a very active meeting.

In addition to the raffle, an agreement to develop a system to facilitate a "planning-a-ride-and-looking-for-riding partners" method. More on that later.

Ken Conrad gave an update on the Motorcycle Safety Foundation's relocation to Helena, but noted the availability of a training range is an on going issue. See Ken's Letter to the Editor elsewhere in this Newsletter.

Editor



Starting on the left, **Sandi Simons** (a new member; see her rider profile on the next page), our waiter, **Kevin Huddy**, **Don Davis**, **Nancy Davis** (hidden), **Sandy Knutsen**, **Lance Lerum**, **Steve Moore**, **Mike Meredith**, **Nate Johnson**, **Annie Huddy**, **Ken Conrad**, **Rick LePage** and **Bru Bizzotto**.



From the right, **Ken Conrad**, **Annie Huddy**, **Larry Manchester**, **Nate Johnson**, **Mike Meridith**, and **Steve Moore**.



HARD-CORE!! Annie Huddy and **Kevin Huddy** donned about as many layers as possible, some of which were eclectically heated. Never-the-less, it did make the rest of us appear not to be committed.

The Grubstake Restaurant and Lounge is in Helena on Lincoln Road East. According to website information, it is a family owned establishment serving breakfast, lunch and diner seven days a week. The 30 person banquet room worked well for the group, and it appears one of the family members was our very efficient waiter.

Editor



MONTANA BMW RIDERS NEWSLETTER

Rider Profile - Sandi Simons



Sandi's first bike, a 1975 Kawasaki G4TR had been her grandfathers. Perhaps this is what encouraged her to earn her motorcycle endorsement in 2019. With that in hand, a 2019 Royal Enfield Himalayan and a 2022 Triumph Tiger 850 Sport were soon to follow. These bikes did not sit idly by. As Sandi reported, "As far as trips I've taken, between 2021 and 2022 I rode to Sturgis 3 times but not for the big rally. This past year I flew to Baja and took part in a tour from San Diego to San Jose del Cabo in January. In May I rode to La Sal, Utah for an off-road training course with my Triumph Tiger. In August, I once again joining a tour and this time it was along the Wyoming BDR with the Tiger. The last trip was to North Carolina in September. I flew to Charlotte and rented a Moto Guzzi and met other woman riders at Maggie Valley, NC for the national WIMA rally (WIMA stands for Women International Motorcycle Association). There I rode a section of the Blue Ridge Parkway, Tail of the Dragon and The Rattler."



My 1975 Kawasaki G4TR, just got new tires on it. Can't wait for winter to get over.



2022 trip to Sturgis for the Get On! ADVfest with my Royal Enfield Himalayan. Total trip miles were 1,768. This is the second time I had gone to this event with the Himalayan.



Group picture from the trip through Baja, January 2023. I rode a rented Honda CB500X. We started in San Diego and ended in San Jose del Cabo. Seven days of paved and unpaved riding with one rest day in Loreto. The tour was booked through Ride Adventures based in Bend, OR.



My Tiger parked with the other student's bikes at a two-day offroad course in May 2023 set at 3 Step Hideaway in La Sal, Utah.

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Rider Profile - Sandi Simons - (continued)



My Tiger and me along the Wyoming BDR. I took part in a tour put on by West38Moto in August. We had a support truck to carry luggage, they provided meals and beverages



Last trip of 2023, I flew to Charlotte, NC, rented a bike and rode to Maggie Valley. Toured the motorcycle museum there and rode a few of the popular roads in the area.

Letters to the Editor - On Line Training Courses - Rowan McQuarrie

The January/February issue of the BMW Owners News' devoted a significant portion of the magazine to safety and training. MOA member **Mark Barnes** #222400 outlined an online rider course. MT BMW Riders member **Rowan McQuarrie** completed the online course and wrote this:

"I have been riding street bikes for 56 years: 38 states, 9 Canadian provinces, Iron Butt Gold, Southern California Motorcycle Association 4 Corners ride, Arctic Circle, etc., etc. After completing this online course, I wonder how I made it over all of those miles."

"I have been able to learn so many techniques and fine nuances to add to my riding through this course. Once the glacier at the end of my driveway recedes I will get out and start to add these new skills."

"I believe the course is \$95 but reduced to \$39 for BMW MOA members. The \$39 can then be refunded through BMW. I believe the refund is automatic if one signs up for the course from the BMW MOA website."

"The course took me about 24 hours to complete and consists of 4-to-8-minute modules dealing with a specific aspect of riding and then followed up with a quiz. The quizzes and correct answers were just as informative as the module content."

Rowan McQuarrie



MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS Hats - K. Bill Clark

Ten dollars each; contact any of the club officers, Larry Manchester, Al Murray or me.

(Contact information on last page of Newsletter)

K. Bill Clark



FOR SALE Sargent Eduro Seat

- Fits:
 - BMW F800GS
 - BMW F700GS
 - BMW F650GS (Twin)
- Excellent condition—no rips or tears
- \$250 OBO



◆ Contact:

Kevin Huddy email: klhuddy@hotmail.com

Advanced RiderCourse (ARC) - Ken Conrad

There are two Advanced RiderCourse(s) (ARC) on this season's training schedule, in Helena, on two days, over one weekend. They are each separate classes; each ARC is a one day class. Saturday, June 29th and Sunday, 30th. These are the only (general public) ARCs available this year.

There are ARCs scheduled for Great Falls, but these are at Malmstrom Air Force Base, which makes it likely they are available only to military members.

I encourage club members to register, and register early, to ensure a slot. I suspect there will be riders from other cities coming to Helena since the Helena classes are the only ones offered in the state (Great Falls notwithstanding), and I'd like to have slots available to as many club members as possible.

The general public schedule should be available on the Montana Motorcycle Rider Safety (MMRS) website next month. The link to their website is: <http://mmrs.helenacollege.edu/brc.htm>

As in past years riders can contact me for information about the ARC and how to register for the class.

Ken Conrad

Email: kcaf47@gmail.com Mobile Phone: 406-431-4999



MONTANA BMW RIDERS NEWSLETTER

How I got into motorcycle restoration - Charlie Rossell - Edited by R. G. French



“Rode my first motorized two-wheeler at 11. The machine was a **Doodle Bug**. My parents were adamant that a motorcycle was out of the question. Which relegated me to bumming rides, and importuning Mom and Dad for a motorcycle. The most memorable bumming excursion, and the one that hooked me on motorcycles, took place at the end of the sixth grade.”

“Tim Anderson, who was an 8th grader, lived east of us by the irrigation canal. His dad picked up a war surplus side valve Harley which Tim was allowed to ride. Tim, tall for his age, could not only start the beast on the side stand, but he could clutch it into gear and ride off as the side stand snapped into place. Unfortunately, he could not reach the ground and clutch

the machine to stop. The drill was to start the machine, ride off the side stand, make a loop around the cow pasture then end with a designated landing. Landing method was to come in at a slow low angle by the cow shed, clutch it to a stop, (the side valve had a foot clutch) turn the bars hard left and the bike would clunk against the shed wall. From there it was a quick leg swing over the tank, hop to the ground, put the side stand down and lean the bike over on the side stand.”

“At the end of the school year, Tim was graduating from the 8th grade. At that time, hazing for the freshmen started on the last day of school and ended after the first week in September. Since the farm kids had to wait for the bus, they took most of the brunt from the high school students. Tim had a plan to escape hazing. On the last day of school, we got up early, did the chores and then rode our bikes to school. When the all-school picnic started, we skipped and rode our bikes home. We waited until school was almost out and fired up the Harley. The route was carefully planned. We rode up looped twice around the school and rode the three miles home. No stop signs, no traffic lights and little traffic.”

“From the safety of the Harley we watched the poor 8th graders get chased, harassed, pummeled and spanked. The seniors and juniors were the only ones who had cars and they were too cool to be hassling 8th graders. The rest were on foot and no match for the Harley. Riding home two up on a sunny spring day, above the fray and with the smell of plum and apple blossoms in the air, I thought “man this is living, and I’ve gotta get one of these!”

“After an unfortunate incident with a BSA C11, my dad said, “*You are going to have to wait until you are 21, because I’m not signing for you to buy a motorcycle.*” Minute I could by a motorcycle, I did. Started with a Greeves Challenger, progressed to Spanish bikes and then Hodakas.”

Charlie graduated from Billings Highschool in 1957 and was drafted into the Army with his basic training at Fort Ord, California and the remainder of his tour at Fort Knox, Kentucky. After active duty, he attended Chouinard Art Institute, now the California Institute of the Arts. In 1963 he transferred to Montana State College—now Montana State University— and graduated in 1965. While in Bozeman, he lived at, and worked at the Bozeman Stockyard for room, board and practice stock. The latter was to hone his skills for the MSC Rodeo Team in bronc riding and bull riding.

In conjunction with competing in the Memorial Day Cascade rodeo, he was interviewed by Robert Farnsworth, superintendent in the Great Falls school district. The interview was inconclusive.



1950s Doodle Bug. The helmet was not part of Charlie's attire.

MONTANA BMW RIDERS NEWSLETTER

How I got into motorcycle restoration - Charlie Russell - (continued)

Without a job, he returned to his family home in Shawmut only to learn the ranch had been sold, but he had a contract to teach in the Great Falls Public School system, at C. M. Russell starting in the fall. It was here that he started working in the motor sport industry. "...during the summers I wrenched for Moto Sport (BSA, Montesa, Suzuki), Wheel and Track (Harley, Bultaco, Can Am), Champion Auto (BMW, Harley, Suzuki). When I took Driver Ed at Havre, worked at Havre Cycle (Yamaha) and after my wife passed away went to work at Sport City (Honda, Kawasaki, Husqvarna)."

Charlie continued rodeo competition after graduating from MSC in 1965. When asked when and why he stopped, he said; "Spring of 1966. Drew a snappy bareback horse at Big Sandy. Started to tilt at what I thought was the whistle. Didn't hear it but kept on tipping until I realized if I stayed, I'd get hung up. Grabbed the mane to get the slack to jerk my hand out and rolled away so I'd land on my feet. Horse kicked me square in the back with both feet. Knocked the wind out of me, but I managed to get up. Never liked to let people know I'm hurt. Had to cough and coughed up blood. Did the cool thing and fainted. Woke up in the Big Sandy hospital with tubes sticking in me and down my throat watching fluid going in and out. My traveling partner, Delbert, came in and said, "You had a re-ride; they didn't blow the whistle!"decided that it was time to hang it up."



Charlie, number 95Q, his number throughout his racing days, and can be seen on restored bikes in his shop.



In response to when he starting motorcycle competition, he said, "Summer of 1966. Started racing the weekly Short Track at Belero Speedway in Billings on a Montesa Lacross. First flat track I ever saw, I was in it. Made the top ten in points during the season, but only won \$200."

Teaching in the Great Falls school system provided summers off, so Charlie occupied his spare time doing silk screening. "Started what became Total Screen Design in 1967. At that time, it was *Charlie's Basement* and I lettered, striped, painted and printed stuff for motorcycle shops and businesses in Great Falls. In 1969 it became *Mr. Print*." "During that time I was still working summers at motorcycle shops. In 1971, I quite working on bikes and spent my time-off silk screening in the garage, designing in the spare bedroom and flocking bowling shirts in the crawl space." He eventually sold the business to the owner of the Big Fork Playhouse. Today, under yet another owner, Total Screen Design is an active business in Polson, Montana.

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How I got into motorcycle restoration - Charlie Rossell - (continued)

"Neither my wife nor my son was interested in motorcycles. Scott did learn to ride a Yamaha TY 80. Our last ride together was at the river breaks. On the way over Scott, a fourth grader, said, "Why do we have to get up at 5:30 to ride motorcycles. I could be home watching Saturday cartoons." Not to worry. For his birthday a few years ago, I enrolled him in the MSF course at Richland. He has a motorcycle endorsement and will be stuck with the machines when the Angels on Ariels carry me home."

When visiting Charlie's shop, it is easy to count ten to 15 motorcycles. He said, "Restoration has always been a passion. I've had the good fortune to work on some fine rare bikes. The last one being a 1972 Triumph Hurricane. Restoring bikes isn't a one man show. I've been fortunate, over the years, to have had excellent people helping with these projects. **Tom Wrobel, Bob Balderston, Brad Nemitz, Steve Handl, Dan Dailey and Bob Miller**, all are excellent fabricators and craftsmen, I'm grateful for their skills and input in bringing these machines back to life."



This orange 1972 Triumph Daytona was purchased in England by **Bob Pike**. Bob is a retired Airforce Master Sergeant and lives in Spokane. Since the Daytona is a domestic bike there are some small differences compared to the export Daytona's. Triumph gurus are fond of pointing out that "it's not a stock Daytona." Fun bike to ride down the two lane to Wolf Creek.



The 1955 Triumph Trophy TR 5 was restored in Canada. The restorer came down with cancer and sold his collection to **Ray Lamontagne**. Ray is a singer-song writer who lives in Massachusetts. Ray decided to sell his collection and consigned it to Baxter Cycle in Marne, IA. I bought the bike from Baxter. This model TR 5 was the bike of choice for **James Dean** and the **Fonz**; however, their bikes did not have the swing arm as the 1955 model was the first year. It is out of the crate original



This 1988 BMW K75C with the Heddingham side car (not Hannigan) was built by Lowell Neff Dragoon, AZ of Lowell Neff Design and Engineering. Lowell has been confined to a wheelchair for 30+ years. If you Google "Wheel Chair Accessible Sidecars" you'll run across some of Lowell's designs; however, the K75 isn't a wheel chair access machine. Lowell selected the K75 because it has a drum brake rear and not the disc. The rear wheel is made using a VW alloy rim attached to the BMW inner hub. Makes tire selection easier. Lowell built the leading link front fork as well as all the mounting brackets on the machine. What I like about the machine is that Lowell's fabrication leaves the bike looking like it rolled out of the BMW factory that way. The bike is unique in that it was built entirely in Lowell's shop rather than pieced together at a dealer's. The K75 rig is good handling, keeps up with 80 mph traffic although the 750 does give some speed away on a long uphill.

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MONTANA BMW RIDERS NEWSLETTER

CLASSIFIED

2014 BMW K1600 GT

- 29,180 miles
 - Location: Missoula, MT
 - Price: **\$9,999**
- ◆ Clean, always garage kept, no tip overs, no scratches. All previous service done at BMW Seattle, and the 30K BMW service just completed at Big Sky Motorsports.
 - ◆ Includes V-Stream tall touring screen and stock short screen, and BMW removable tail box.
 - ◆ Michelin GP Pilot 4 tires with very low mileage.
 - ◆ An amazing bike, legendary power and handling.
 - ◆ Selling because I'm switching to a R1250GS.
 - ◆ Free delivery within 200 mile radius. Further distances negotiable.

Contact:

- * **Tim Hoppin**
- * 206-519-8835
- * Email: tim.hoppin@gmail.com



MONTANA BMW RIDERS NEWSLETTER

Reminiscing - Pat Endres



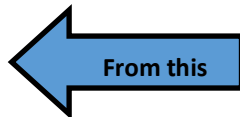
This was actually my first introduction to BMW motorcycles. It is a 1994 K1100RS, manufactured in 08/93 - I picked it up 13 years ago down in Twin Falls, Idaho. Kinda interesting history to this - it was originally a gift to a gal on the WordPerfect development team upon completion of some big event. Looking at Wikipedia - it looks like it could have either been the release of version 6.0 in 1993, or the sale to



Novell in 1994. Apparently she either did not ride or did not have much interest in it and sold it to a collector, who then ended up selling to the person I bought it from. I am the 4th owner. It had just 11,000 miles on it and I had the rare opportunity to take a 17 year old motorcycle it for it's first (major) service. Here is another shot of it.

Pat Endres

Restoration Project - Mike Hofferber



Pat Endres

The 1971 Suzuki 185 cc two-stroke came to life today! Thanks to **Pat Endres** for helping rebuild the carb.

Mike Hofferber



Mike Hofferber

MONTANA BMW RIDERS NEWSLETTER

Classified - John Wing

2014 BMW R1200GS Price: \$12,500

- Mileage: 19,281
- Cruise control, ABS, Electronic suspension control, GPS ready
- Auxiliary running lights
- Flashing taillight upgrade
- All crash bars and skid plate are from Touratech
- All service has been done by Big Sky Motor Sports - 18,000 mile service completed spring 2023
- Aftermarket windshield (17 inch) and fairings from Aeroflo
- Highway pegs from Touratech
- Michelin Anakee Adventure tires, approximately 2,000 miles on them.
- Always garaged, excellent condition
- Panniers and Top Case, anodized aluminum from Touratech



Bike is located in Missoula.

Contact:

- **John Wing**
- Email: johncwing49@me.com
- Mobile Phone: 406-546-7856



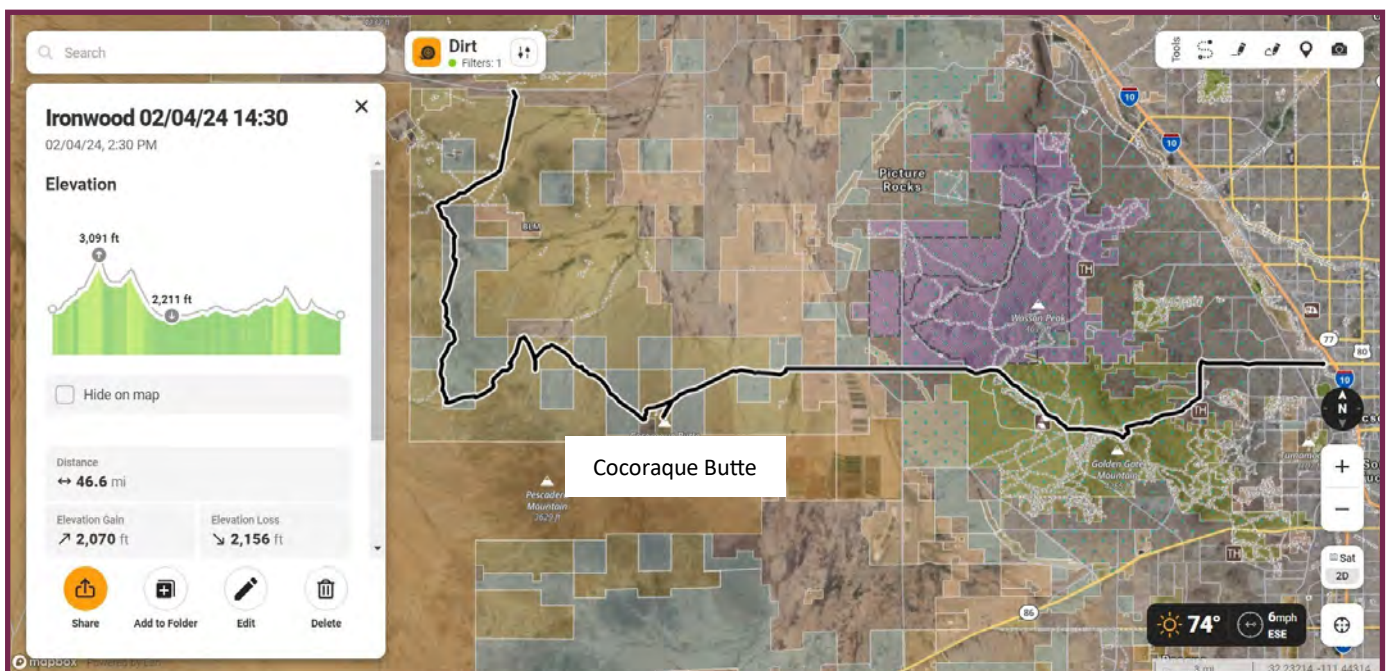
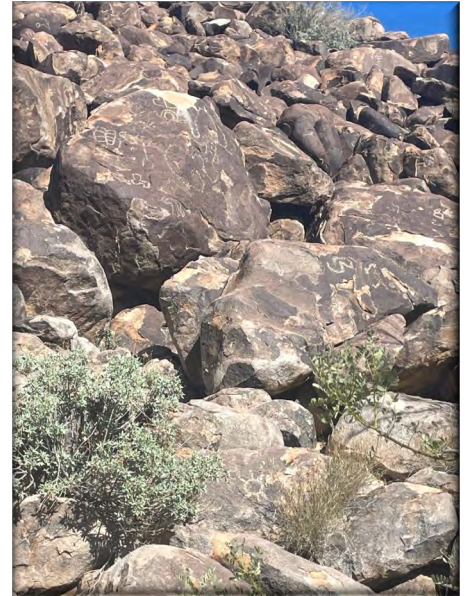
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Report from the Road - John DiBari

The attached is from a ride this weekend in the Ironwood Forest National Monument west of Tucson. Along the ride we hiked to a huge rockpile with petroglyphs glyphs on the rocks. The riding was through traditional Sonoran desert vegetation including, saguaros, mesquite, palo verde and chollas. Great riding through sandy "roads," across dry washes, and up and down hills. It was somewhat less challenging than the Reddinton Ramble ride (reported in the February issue) though three people wound up dropping their bikes.



New to John, a 2020 Honda CRF 450L. A great choice when a smaller, lighter motorcycle fits the bill.



The **Ironwood National Monument** is aptly named after the **ironwood tree** (*Olneya tesota*), a hardy and resilient desert tree native to the southwestern United States. Among its treasures are the ancient rock art sites, where thousands of petroglyphs - symbols carved or pecked on stones - reveal the stories and beliefs of the Hohokam people who lived there centuries ago.

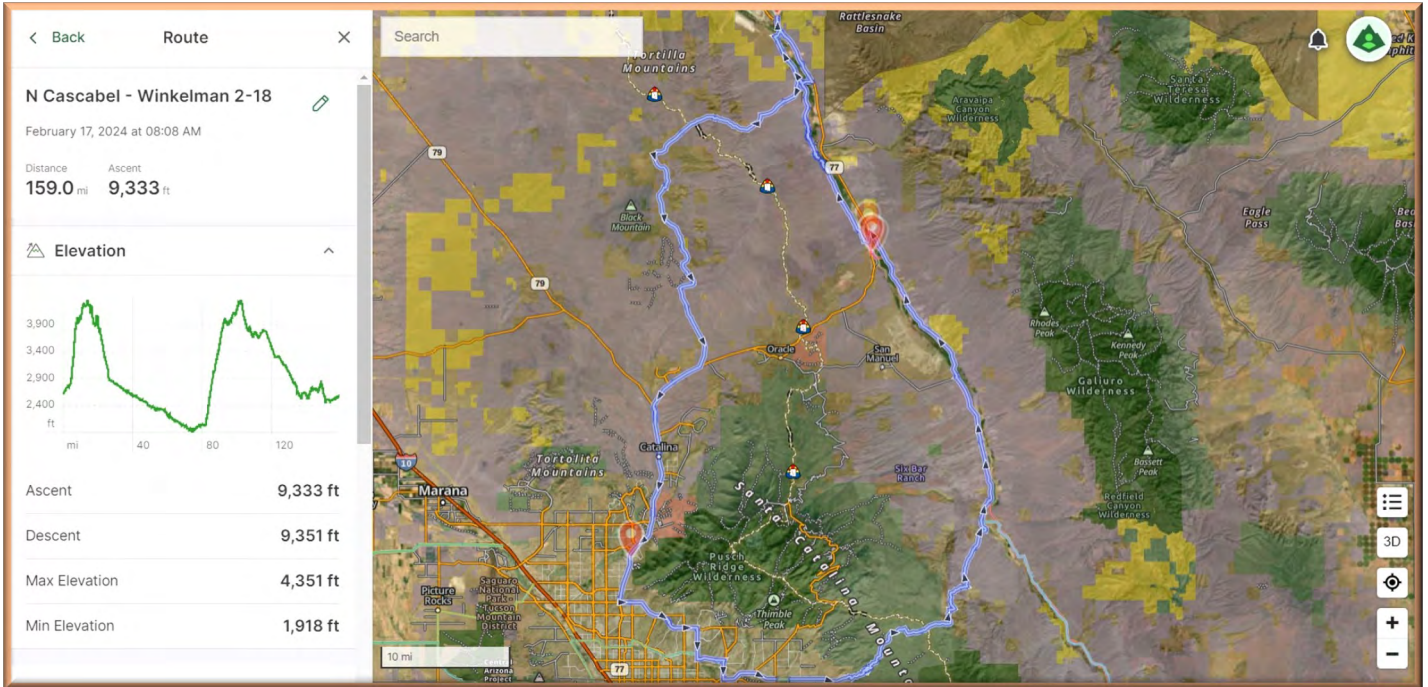
The Hohokam were a complex society that thrived in the Sonoran Desert from about 600 to 1450 CE. They built irrigation canals, villages, ball courts, and ceremonial centers. They also created petroglyphs on boulders and cliffs, depicting animals, humans, geometric shapes, and abstract designs. Some of the petroglyphs may have been used for astronomical observations, religious rituals, hunting magic, or communication.

The Ironwood Forest National Monument contains two of the largest petroglyph sites in the Southwest: Cocoraque Butte and Los Robles. Together, they have over 11,000 petroglyphs, some of which are still visible and well-preserved. The Cocoraque Butte site also features the historic Cocoraque Ranch, which dates back to the 1860s and was once a stagecoach stop.

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Report from the Road - John DiBari - (continued)

The photos below are from a recent ride in the area around Tucson, Arizona. The eastern portion of the ride is part of Section 2 of the Arizona BDR from Redington to Winkelman, AZ. As you can see we had to do some tire repair along the way—the bike is a Husky 701. It was a super nice day.



MONTANA BMW RIDERS NEWSLETTER

Report from the Road - John DiBari - (continued)

A week ago Sunday we rode to Youtcy Canyon. It was a couple of days after a pretty good soaking rain. You can see some of the slickness encountered. Also, lots of water crossings once we hit the wash.



Youtcy Canyon, in the rugged landscape of **Pima County, Arizona**, holds a history shaped by both natural forces and human exploration. While specific historical records may be scarce, some insights are:

Geological Origins:

- Youtcy Canyon owes its existence to millions of years of geological processes. Erosion, water flow, and sediment deposition sculpted the canyon's steep walls and winding path.
- The layers of rock exposed in the canyon walls reveal ancient stories of Earth's history. These sedimentary layers hold clues about past climates, ecosystems, and geological events.

Indigenous Peoples:

- Before European settlers arrived, the region around Youtcy Canyon was inhabited by various Native American groups. These indigenous peoples likely used the canyon for shelter, water, and resources.
- Archaeological evidence, such as petroglyphs or artifacts, might provide glimpses into their daily lives and spiritual practices.

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Classified - Todd Jones

2016 R1200 RS Sport Touring Bike with Premium and Touring Builds (Cruise Control, Heated Grips)

- ⇒ 42,560 miles
- ⇒ Smoked taller windscreen with original
- ⇒ Bar risers
- ⇒ Clearwater LED driving lights
- ⇒ Rich's leather saddle
- ⇒ Lockable saddle bags with interior luggage bags
- ⇒ Navigator V (currently not installed)
- ⇒ Metzler Roadtec Z6 tires
- ⇒ Fresh Oil and Filter Change

Bike located in the Helena area

\$9,300

Contact:

Todd Jones: **406-437-1256**

Email: penitodd@gmail.com



MONTANA BMW RIDERS NEWSLETTER

Classifieds - Pat Endres

Motorcycle Riding Gear

I am 5'-11", 210lbs, and these fit well.

1. Olympia Moto-X ADV suit, XL jacket, 36" pants, hydration pack, hip/knee/elbow/shoulder/back pads. Full zip pants, thermal liners and rain shells. No wrecks – nice condition. \$175.00
2. Bilt Evolution Jacket and Storm 2 pants with thermal liners, full zip pants. XXL but fits like XL. Knee/shoulder/elbow pads. Used 2 days on a Phoenix-Yuma-Phoenix road trip. Like new. \$150.00
3. Joe Rocket over pants, L, full zip, rain liner, knee/hip pads. Used 2-3 times. Like new. \$75.00 --

Pat Endres

Central Products 1321 Central Ave.

Billings, MT 59102

406-294-6008 fax 294-6009

Email: pat@centralproducts.us

Website: centralproducts.us



MONTANA BMW RIDERS NEWSLETTER

Cleaning out my Shop & the Price is Right - Dan Siddens



Low seat (one piece), for R12RT. Very good condition. From a 2009 bike.



Unused rear rack for a R12GS. Circa 2005. New Condition

Contact Dan Siddens:

Email: dsiddens59@gmail.com

Mobile: 831-345-2101

Location: Big Fork, Montana

Now here is the good part: **FREE** to whom ever will pick them up at my shop in Lakeside.

Dan Siddens

Correction - Editor



We are not sure of the year, but it was January, 17 at the Double Arrow. From the left, **Sue McCormack**, **Karen Springer**, **Lynn Springer**, **Chuck Reaves**, (the young man is probably **Micheal Reaves**), **Dave McCormack** and **Chris Keyes**. Is does not look like anyone rode that day.



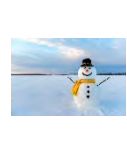
In last month's issue, I listed the young man in the photo as **Micheal Reaves**. It should have correctly been **Chris Keyes** off-spring, **Wyatt Keyes**.

As he looks now, in the red shirt with his brother Sawyer. Wyatt is enrolled at the University of Mississippi.



MONTANA BMW RIDERS NEWSLETTER

MONTANA BMW RIDERS RIDE SCHEDULE - 2024

Month	Location	Venue	Day	Time	Comments
January 21	Seely Lake	Double Arrow Lodge	Sunday	1:00 PM	Club Lunch - Dine-in
February 18	Helena	Grubstake	Sunday	1:00 PM	Club Lunch - Dine-in
March 23	Wilsall	The Vault	Saturday	1:00 pm	Club Lunch - Dine-in
April 21	Lincoln	Lambkins	Sunday	1:00 PM	Club Lunch - Dine-in
May 17-18	Huddy Tech Days	Huddy's Outpost	Friday Thru Saturday	All Day	Maintenance, repair, tire changes, cook-out
May 19	Canyon Ferry Lake	Cave Bay	Sunday	1:00 PM	Picnic – Bring your own lunch
June 13-16	Redmond, Oregon	Deschutes County Fair & Expo Center	Thursday Thru Sunday	All Day	BMW MOA MEMBERSHIP@BMWMOA.ORG
June 23	Big Fork	Echo Lake Café	Sunday	1:00 PM	Club Lunch – Dine-in
July 19-21	Gravelly Range	Cotton Wood Camp Ground—Ruby River	Friday Thru Sunday	All Day	Camping Only Refer to comments on following page
July 21	Ennis	Sportsman's Club	Sunday	1:00 PM	This might become a picnic lunch.
August 15-17	Beartooth Beemer's Rendezvous	Red Lodge	Thursday Thru Saturday	All Day	BEARTOOTHBEEMER.ORG
August 25	Phillipsburg	City Park	Sunday	1:00 PM	Picnic – Bring your own lunch
September 15	White Sulphur Springs	Jesse Pepper's Smoke Shack	Sunday	1:00 PM	Club Lunch - Dine-in
October 13	Ovando	Trixi's	Sunday	1:00 PM	Club Lunch - Dine-in
November 17	Butte	TBD	Sunday	1:00 PM	
December	Regional Parties				Locations To be determined

MONTANA BMW RIDERS NEWSLETTER

The Gravelly Range Ride - Lance Lerum

Just a short note to catch you all up on this event scheduled for July 19-21 (see January Newsletter, page 28)... Although it is still early, we have about a dozen riders formally expressing interest so far and several others who have verbally indicated interest to me that just haven't gotten around to filling out the sign-up form yet. I recently spoke with **Jay Cowan** and **Mike Kreikemeier** and planning this event is rattling around in their heads. Mike is planning to take one of his planes up soon and check out the camping area (I think any excuse to fly) and Jay is talking about this big camp wok thingy he has that he says he can use to cook up some awesome fajitas. They are both looking forward to sharing this area with you all. I want to be clear that this is Jay's and Mike's ride, although when I told them that Dick would like a little reminder for the Newsletter they told me to write it. I guess that just makes me the designated ride carry barker.



I would just remind folks that this area offers up a diverse mix of roads from single track to Winnebago surfaces so riders of all abilities should be able to find enjoyable routes. Probably not for sport bikes, RT's's or CAN AMs, but any GS/dirt type bike or hack (or 4-wheeler, Richard) should find routes they are comfortable with or with just enough challenge to make it fun. I suspect riders will break up into informal smaller groups of like abilities and objectives (ride slow-ride fast, ride easy-ride rough) and spread out on different routes for the days' rides. So don't be shy about coming...we are an accommodating friendly group.

Much planning remains to be done. There are a number of items to be resolved with participants i.e.: Would you use GPS tracks if we went to the trouble to make them? What are your preferences for meals... fend for yourself or have a group cookout all can contribute to? Fuel availability? And several other topics to discuss are on my mind anyway. I plan to bring an extra bike to loan to someone if theirs breaks down so they don't lose the weekend. I forget the members name (sorry, it is a longevity thing), but a couple years ago on the Little Belt Ride a member's bike wouldn't start in the morning and he had to load up and head home missing out on the ride.

Officers and staff have recently been discussing ways to facilitate members contacting one another for the purposes of planning rides. One of the concerns with a club that has members scattered across a large area is that we tend to become a bit insular and primarily ride with our same local members and members don't really have a good mechanism to coordinate rides; especially outside of their immediate area. We are working on that; but rides like this, Phil's 'Little Belt Ride', Ken's 'To Helena-and-Back Ride', Huddy's Tech Day, and our lunches are great events to meet members and find those compatible riding partners with whom you may plan future rides. Although we don't get to visit much inside our helmets during the day, sitting around a campfire in the evening is a great and fun way to get to know one another.

Ok, this isn't as short a missive as I envisioned but I do want to address one other item. In looking at the participation list to date, I see some new members, or at least names I am not familiar with have signed up. This is great and I look forward to meeting you. I just want to be clear to all participants that the **MTBMWRiders** Club, officers and staff, and ride organizers can accept no liability for this or any other event organized by the club or members. We are a small nonprofit organization of like mind (well, bikes anyway) with ridiculously cheap dues and no liability insurance. Being a motorcyclist you have likely consciously accepted the inherent risks associated with riding whenever you throw a leg over a bike. As you must be aware the rewards can be enormous. Members participating in these events are expected to accept responsibility for their actions, and any damage to self or bike will remain between you and your insurance company. We are an ATGATT club, which is one of the reason I was attracted to the club (well that, and owning a really nice little airhead). Although I may have observed the minor transgression of someone not wearing armored pants on a really hot day I have yet to see anyone ride up with just a hanky protecting their head. Sometimes peer pressure is a good thing. Please be aware of your limits and do all that you can to ride safe on these rides. No shame in turning around, I do it all **the** time.

So that we don't bother those members not participating, we will create a contact list of just those participating so that we can solicit input on the above and any other planning points participants think of. If this ride is at all of interest to you, do go to our website soon, navigate to the Events page, and then the sign up form and submit it so we can include you in planning this event. If you don't have a computer or can't get to the form just call me and we'll figure something out and get you included. Even if you aren't quite sure you can make the date send it in so we can get your input into the planning.

Come join us, *Lance Lerum*



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MONTANA BMW RIDERS NEWSLETTER

Classified - Bob Jeffrey

For Sale: Motorcycle Gear, BMW Parts & Other Cool Stuff

As an ex-motorcycle rider, I have goodies left over from my 30+ year moto career to sell. Below is a brief description of most of the items but I have kept the list short to save space. If interested, please contact me and I'll send a detailed list with prices, and more pictures if desired. Thanks for looking and feel free to make offers!

Heavy Duty Leather Jacket and Pants: jacket has ventilation panels, gray, size 48 with a snap-in thermal liner. The touring pants are size 38-40"W x 32-33"L with heavy-duty knee & hip pads, and are fully lined with perforated mesh. Prefer to sell together for \$275 OBO but will sell the pants first.

Marsee RM-3021 Tank Bag: expandable 20 liters with quick release mounting straps, rain cover, black and silver colored, GREAT bag in like new condition! \$50

Parts & Tools: OEM BMW oil filter wrench, misc. air/oil head small parts, Halogen HB4 light bulbs

Riding Gear & Clothes: kidney belt, safety vest, rain pants (2 pr), rubber boot totes and waterproof socks. Heavy duty tie-down straps (2 pr), bungee cords and cargo nets.

Books & Brochures: World Superbike race program with autographs, [Motorcycle Touring and Travel](#) by Bill Stermer – both in excellent condition.

Please Contact:

Robert Jeffrey,
Helena, MT
(406) 495-0059
robertkjeffrey@msn.com

Not a texter, so please don't waste your time tapping out a message - just call if interested.

Willing to dicker or possibly trade for shooting stuff: ammo, reloading supplies or.....?



Harbor Freight to the Rescue - Dave McCormack

Problem solved. I have my CAN AM Spyder stored in a rental locker that has no heat, water or electricity. During the winter months in order to maintain my battery, I had to either take the battery out and put it on a trickle charger on my workbench or run over to the storage locker and run the engine up to temperature, which is a dubious practice as I'm using up gas.

Harbor Freight was selling an electronic generator that solved my problem. It can charge up the battery in about 1/2 hour using a trickle charger. It can deliver 400W and needs to be recharged about once every 6 months. It can also charge laptops, phones and other small electronics.



Dave McCormack

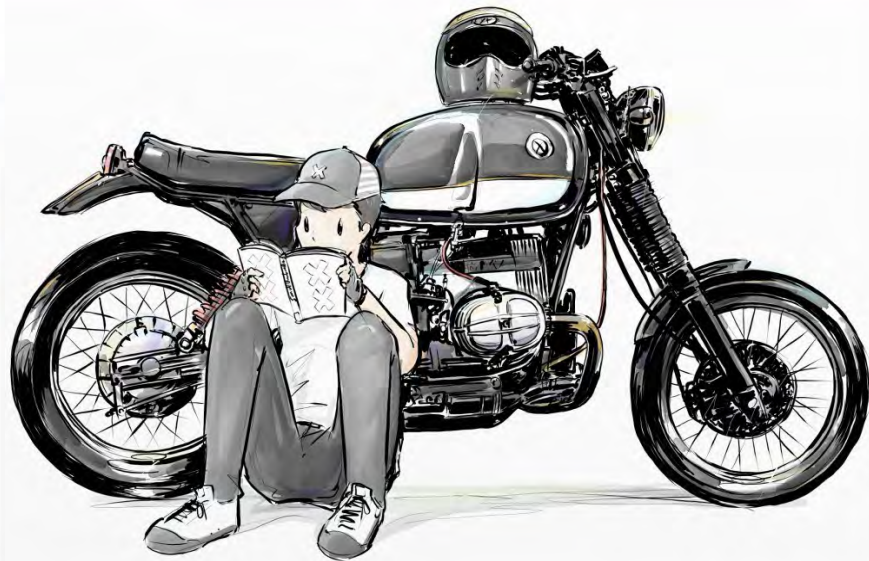
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A photograph of a large, dark-colored hot tub on a wooden deck. The hot tub has the text "MOUNTAIN HOT TUB" at the top and "FEEL GOOD. LIVE BETTER." on the side. The background shows a snowy mountain landscape with evergreen trees. A blue banner at the bottom of the image contains contact information.

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Bob Pauley and Lynden Clark are both active members of the Montana BMW Riders club.



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MONTANA BMW RIDERS NEWSLETTER

Rearview Mirror - Historian - Kim Lemke

MONTANA BMW RIDERS NEWSLETTER MASTHEAD

The Montana BMW Riders NEWSLETTER is Published Monthly.

Club Dues: \$15 per calendar year - Membership includes monthly electronic 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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March 2018



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