

MONTANA BMW RIDERS NEWSLETTER

BMW Motorcycle Club
Montana BMW Riders



CLUB CHARTER MEMBERSHIPS :

BMW MOA #155

AMA #6830



Presidents Corner – Larry Manchester

I learned a couple of things in my May riding.

1. Traction control on my Super Tenere' does work. About the time my brain was telling me the bike was losing traction in the wet snow on McDonald Pass, I felt the engine rpm's drop and the rear wheel hooked up and powered me over the top. Amazing feature, and along with ABS and automatic suspension adjustment it makes the big Yamaha a very safe ride.
2. Never trust weather forecasters. Prior to heading to Helena for the May Lunch at Huddy's Outpost, I checked with two TV weather forecasts, and not one, but three different weather apps on my smartphone. Not one forecast snow! Low forty degree weather with rain. Nothing I cannot handle, says my old Iron Butt brain. As I was fighting the snow and cold over McDonald pass I was cursing myself and the damn weather people that led me astray.

I met my wife at Boulder Hot Springs resort that evening after lunch at Huddy's. It was her birthday so it seemed like a great way to celebrate by spending a night at the old Hotel. That hot mineral pool really felt good and I finally warmed up after an hour or so in the pool.

I highly recommend the resort. Our package included breakfast and gave us access to all the hot pools for a reasonable price. Home cooked breakfast was very good. Many say the hotel is haunted. We did have an experience as we were leaving our room to head to breakfast. As I stepped into the hallway I noticed a very strong perfume smell, as did my wife. We just thought it was another guest, but mentioned it to the lady at the front desk and she said we were the only guests in that wing of the Hotel. She said Simone must have been out. Simone is the ghost that some have seen. Interesting story about her in the book, Ghost Stories of Montana.

We took the short 10-minute drive to Basin to have dinner Sunday evening at the Silver Saddle Cafe. Now I see why our club has lunch there sometimes. Very good meal and great service. Just remember to bring cash, plastic is not accepted there.

The BMW MOA Rally in Redmond is fast approaching. My wife and I are heading that way. We are riding two up on a ten-day adventure. We will spend two days at the Rally and then continue down to Northern California to Willow Creek to the Bigfoot Museum. She has never ridden this far, I hope the weather gods are kind to us. The new Seat Concepts seat on the Super Tenere' seems to be a great investment. After a few practice rides she says her butt no longer feels like she is sitting on needles. We have been married 49 years and I hope we make it to 50. This trip will be a real test for two seventy-somethings, wish us luck.

For those of you attending the Rally and plan on camping at the Rally location, we have reserved a Club camping spot. So look for our Club banner, **Al Murray** is taking the banner and hopefully can find a place to hang it. Let Al know you are planning on camping if you have not already done so. His email is mtbmwridders@gmail.com. Hope to see many of you at the Rally!

Larry



MONTANA BMW RIDERS NEWSLETTER

Tech Day at Huddy's Outpost



The weather forecast rain, wind and cold, but that must have excluded Silver Creek Valley and Silver Fox Court (a.k.a. Huddy's Outpost). Although windy and brisk, the day was clear and sunny, as you can see in the photo above. Twenty-nine members and guests including 15 riders plus three motorcycles that were trailered made it to the Outpost. As you will see in the photos that follow, the lift was busy, **Kevin Huddy** was at the tire changing machine most of the day, and riders were making repairs and adjustments on their bikes in just about every available space in the shop.

The day was capped off by an outstanding **Annie Huddy** and **Donna McInerney** prepared BBQ.

Editor



Re-upped member, **Graham Neale** and his new well FARKLE'd F850GS Trophy.

Serious off-roader, **John DiBari** and his new Honda 450 undergoing some essential adjustments and maintenance under **Bill Clark's** watchful eye. John gave this bike some extensive riding in the area south and west of Tucson over the winter months. See the March, April and May Newsletters.



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Tech Day at Huddy's Outpost - (continued)



Ken Wilhelm's (new member) Harley Davidson on the lift for a little maintenance with Mike McInerney, Ron Kitchen and Ken Conrad looking on.

On the right, Mike McInerney, Ron Kitchen, Ken Wilhelm help push Ed Field's K1200RS on the lift to change a rear flat tire. Just as Ed turned off Lincoln Road West at the entrance to the Outpost, his rear tire suddenly lost all its air. The collapse was caused by a sudden failure of the valve stem. By the time Ed stopped, the tire had been ruined; hence a new tire was required. Fortunately the failure occurred at low speeds, and Ed was able to keep the bike upright.



Host, Kevin Huddy at the controls of the tire changer, for Rick LePage's tire. Robert Carpenter is in the background.

This is one of many Kevin changed throughout the day, as he reverted back to his formative years when he earned his spending money as the tire changer in a shop, probably in Virginia Beach, Virginia. He considered that time as having learned some valuable lessons in life, not the least of which was the best technique for sweeping a floor. From the cleanliness of his shop, we would have to conclude, it has been a well applied skill.



2014 URAL GEAR UP
32,441 MILES
SIDECAR DRIVESHAFT ASSEMBLY
DONATED BY K. CONRAD 2021

MONTANA BMW RIDERS NEWSLETTER

Tech Day at Huddy's Outpost - (continued)



The overflow - **John Webster** (on the right) helps work on **Robert Carpenter's** (on the left) Suzuki V-Strom on the drive in front of the shop.



Dan Mainwaring's R-80 was just one of several classic BMW motorcycles present.



The source of goodness. **Donna McInerney** and **Annie Huddy** preparing food for the group.



Starting on the left - **Jack Alexander, Nancy Davis, Mark Ellzey, Larry Sheldon, Rick Lepage** and **Bru Bizzotto** and a fabulous buffet table.



Mike Meredith (right) and **Steve Moore** were also at the Tech Day and I had to rely on a file photos.



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Tech Day at Huddy's Outpost - (continued)



Concluding the end of a very good day. Jack Alexander—back to the camera, Lon McComas, Dean Hall, K. Bill Clark, host Kevin Huddy, Lance Lerum, Bru Bizzotto and Rick LePage.



Your Editor, keeping his hands clean!

Al Murray, on the left, Robert Carpenter, Ron Kitchen, John DiBari and K. Bill Clark. From a maintenance and repair point-of-view, this was the most productive Tech Day that I have attended in the past five years.



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Tech Day at Huddy's Outpost - (continued)



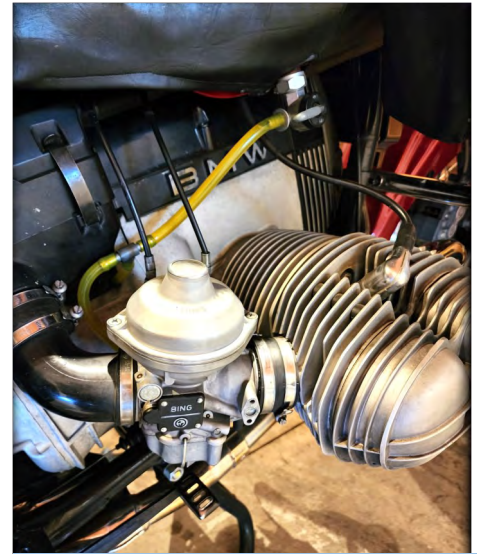
Four riders, **Todd Jones** (blue shirt), **Lon McComas**, **Dean Hall** and **Dan Mainwaring**. They are probably not discussing the price of wheat!



John Beyrau's slightly modified classic.



Jason Andreas was also among those at Tech Day, but I had to rely on a file photo.



When tuning was an art!



Jack Alexander made sure there was one Ural at the Tech Day.



Ken Conrad, standing and **Dean Hall** contemplating the footpeg replacements on Dean's R1200GS.

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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 **JUNE 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

Reports from the Road - Morocco - David Fishbaugh

Mary and I have been considering a bike trip through Morocco for a few years. On three of our over-the-pond trips, we have worked with MotoXplorers based in Lisbon, Portugal. Carlos Martins (owner) told us that Morocco is his favorite place to visit even on his personal vacations. Morocco is a developing country in North Africa. It is a Muslim country. I wondered if I am too old (78) for the adventure. I read an article in my most recent MOA magazine with a challenging statement, "Life begins at the edge of your comfort zone." That pushed us over the edge and we booked a two-week bike trip that started March 16, 2024.



The trip started in Lisbon, Portugal with a group meeting and picking up the bikes. We were all riding either a BMW 1250 or 1300 GS. I had a 1300. Six touring riders and Carlos the leader, made a total of seven bikes on the tour. Four of the bikes had passengers. There were three couples and two guys from Brazil, Mary and I, and our two guides from Portugal. One guide rode the lead bike and one drove a support vehicle capable of carrying two bikes, luggage and four passengers. The overall plan was to take a ferry across the Mediterranean, circle Morocco starting on the east side near the Algerian border, and return to the ferry crossing.



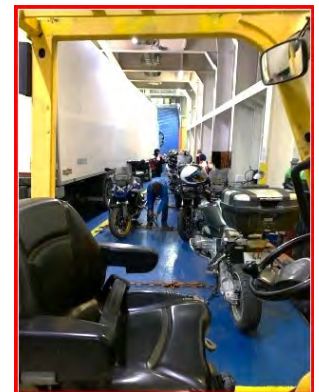
We stayed in four or five star hotels when possible. We were in Morocco during Ramadan which reduced the number of tourists and vehicles on the road. However, some shops and cafes were closed.

It was nice hearing the call to prayer from the various Mosques each day.

We started out riding down the N2; Portugal's Route 66. N2 is a curvy, mountainous road where riders can get passport stamps at various places. We went through on a Sunday so no stamps for us.



The ferry crossings of the Mediterranean were interesting. We planned to cross in and out through the Tangier. A ticket, a boarding pass, papers for the bike tied to your driver's license (*Montana*), and of course, a valid passport are needed. Papers were checked six times before getting on the ferry and two times getting off, including drug sniffing dogs and complete vehicle x-rays.



Crossing over the Mediterranean, we took a jet propelled double hulled ferry. The ferry was capable of carrying a full suite of vehicles. Coming back there was a major storm in western Europe including high winds in the Mediterranean. The jet-ferry was too light so it was cancelled on the day we wanted to cross back into Spain. The next day's forecast was even worse. We rode east to the 10th largest port in the world and booked tickets on a larger and heavier ferry for the next day.

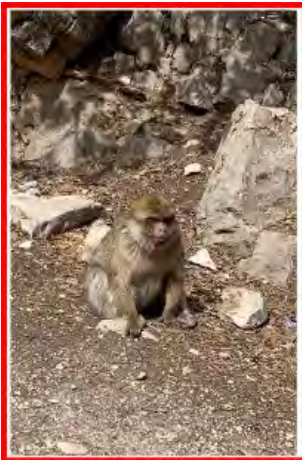
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Reports from the Road - Morocco - David Fishbaugh - (continued)

Highlights of Morocco



We stopped at the village of **Chefchaouen**, sometimes referred to as the Blue City. It was founded in 1471 by the descendants of the Prophet Mohammed as a stronghold against the Portuguese. The blue color was possibly due to an influx of Jewish people fleeing the Spanish Inquisition. The color mirrors the sky and reminds them of God



We rode into central Morocco where the NE-SW trending Middle and High Atlas Mountains separate the lush coastal plain from the Sahara Desert of southern Morocco. It is desolate territory. The mountains are home to the Barbary macaque monkeys (also found in Gibraltar).



We stayed two nights in Fez, which is the oldest of Morocco's imperial cities founded in 808 by Idriss II. It is the center of the country's history and is its spiritual and religious capital. As such, it was declared a UNESCO World Heritage Site in 1981. The world's oldest university, Al Qarawiyn, was founded in 859 by a woman, Fatima al-Fihri, and is still operating. The medina (the old town) is considered one of the best preserved in the world

The medina contains thousands of small shops with craftsmen operating like they did a thousand years ago. The most extraordinary site are the tanneries in the medina. The leather (camel, sheep and goat) treatment processes are passed down from one generation to the next. Workers stomp on the small pools of pigeon poop and different pigments. Workers are paid by the piece and despite the difficult conditions, a working position here is highly sought after.



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Reports from the Road - Morocco - David Fishbaugh - (continued)

The medina is the largest urban area in the world where motorized traffic is forbidden. (However, no car or truck would fit.) Anything brought into the medina, is brought in by hand cart or mules. The medina is a maze of narrow passages with a mix of shops, restaurants, and homes. If Mary and I had not had a guide, we would still be there.



We stayed in an historic Muslim home built in 1367. The home had eight bedrooms including two suites one on each side of a gathering room in the center. The original owner had two wife's and their children. Each wife had an identical space on either side of the gathering room. Our room was one of the wives' suites. In the picture to the right, the first two guys seated on the right are our leaders from Portugal (both named Carlos Martins, but not related), then Mary and I, and the rest from Brazil. Both leaders speak perfect English. The Brazilian men spoke various degrees of English, the women generally understood English but had limited speaking ability. (Mary and I speak only English. Rather embarrassing in international groups.) However, there are many ways to communicate, (like buying a couple bottles of wine) and we all enjoyed each other's company.



We left Fez and headed over the Middle Atlas Mountains to a fairly young city, Er Rachidia. We passed through Iframe., a mountain town where the wealthy people of Fez have their winter homes. It looks more like Switzerland than Morocco. The king of Morocco has a palace there (one of five). It is easy to spot, surrounded by a tall wall with a guard house every 100 yards or so. There is a ski hill with no lifts, but the courageous Moroccans climb the hill, ski the short distance down and repeat. The mountains received four-inches of snow two days after we passed through.

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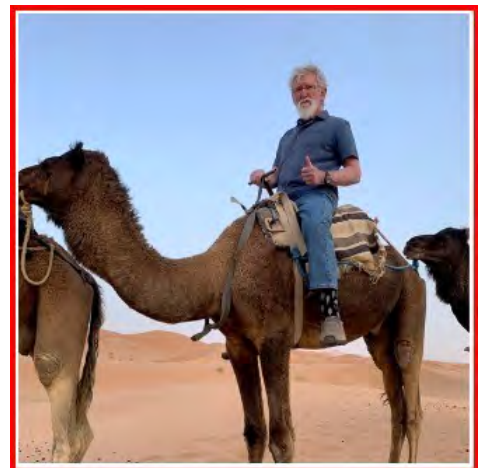
Reports from the Road - Morocco - David Fishbaugh - (continued)

The route was desolated territory near the Algerian border. Morocco keeps a tense relation with its neighbor. Morocco has a big military presence in the area. Er Rachida was one of the usual overnights in the years when the Paris Dakar Rally actually ended in Dakar.

We did some off road the next day on the way to the Sahara Desert to get an overview of the Ziz Oasis, one of the largest in the world. The oasis runs along the Ziz River where small communities cultivate dates and vegetables. There are 223 varieties of date trees in Morocco and more than 200,000 small date farmers.



The Sahara Desert is the largest in the world. It extends from the Atlantic to the Red Sea. The borders are not clearly defined as there are many ways to characterize a desert. The desert ranges from large areas covered with sand to large areas of barren rocky plains. An Erg is a succession of dunes. The locals believe that the dunes were sent there as a punishment for not having hosted a tired visitor. They say, the gods made the dunes near their village as a lesson for not being helpful to needy travelers. We rode camels into the desert to watch the sunset. My butt hurt for a month afterwards. I can't believe they race these animals.



The next day we headed into **Marrakech**, founded in 1062 by Almoravids, an Amazigh Muslim dynasty from the Sha-har. These warrior monks soon carved out an empire that stretched from Algiers to Spain. Marrakech is the fourth largest city after Casablanca, Fez and Tangier in Morocco. Marrakech's history is troubled. Several dynasties ruled the kingdom which alternated between building and strengthening the city and completely destroying it. There is a very clear division between the new town (called the Queliz) and the Medina (old town).

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Reports from the Road - Morocco - David Fishbaugh - (continued)



The world famous Koutobia, a mosque tower reaching almost 80 m in height is in Marrakech. You may have seen it in an Alfred Hitchcock movie with Jimmy Stewart. No buildings are allowed to be built higher than the Koutobia. Across the street is the Djemaa El Fnaa Square, a UNESCO Heritage Site, one of the craziest squares in the world. The square contains countless food carts, storytellers, snake charmers, fortune tellers, improvised theater companies, improvised boxers, sellers of this and that,



and street drummers. Normally the square is packed with locals and tourists who roam the square just as they have for hundreds of years. We were there during Ramadan so tourist traffic was down making roaming pleasant. However, Ramadan also limited the usual variety of entertainers.

What was it like riding a motorcycle through Morocco?

This is what you really wanted to hear about. Each night we would have group meetings to discuss the next day's ride. The following list was given to us on our first night in Tangier:

- ⇒ Be very attentive to traffic, cars, trucks, people, animals, they all are unpredictable. Expect the unexpected. (That was an understatement.)
- ⇒ Pay close attention to the surface of the road and expect oil, diesel, olive oil, sand, mud, all types of contamination.
- ⇒ Be sure to have perfect visibility before overtaking. Make sure the vehicle you're overtaking is aware of you and you're maneuver. Honk the horn.
- ⇒ We'll get the first police controls. The "Halte" sign means STOP. Move after a direct order from the police officer.
- ⇒ There will be speed traps- respect the speed limits. (About every 20 miles.)
- ⇒ Beware of street dogs.
- ⇒ Beware of sand invasions.
- ⇒ Mountain roads with some parts in very bad condition or with maintenance work being carried out.
- ⇒ Roads are narrow and sometimes passing some deep ravines. Beware of traffic in the opposite direction.



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Reports from the Road - Morocco - David Fishbaugh - (continued)

The roads in Morocco consisted of one four lane toll road between Casablanca and Tangier, semi-modern two lanes between major cities, and lots of old secondary highways through the mountains and connecting villages.

The semi-modern highways were asphalt with no paved berms. When you stop, you drop off onto a narrow gravel edge. Most of the curves on these highways are engineered curves except when passing through the mountains where curves are blind and tighten up.

The old secondary highways are one and a half lanes wide of old asphalt with a seriated (pot holed) edge. No engineered curves and most are blind. When two vehicles approach each other, they both drop two wheels onto the adjoining gravel to pass each other. This is not a good option for a motorcycle, especially in blind curves. (I might write another article about what happened to me.)

The photo to the right will give you sense of what it is like riding on a secondary highway. Imagine coming around a blind curve of which you are set up for a smooth ride and find this truck is coming straight at you. Look at the edge of the road. Typically, vehicles ride down the center of the road, even on the semi modern highways. In order to pass, you need to edge out to see oncoming traffic, beep your horn and then the vehicle will pull over to let you pass. That is what this hay truck did for us. Every hay truck you see looks like that. I have no idea how they do it. The hay hangs off the back as much as the front and sides.

In the Sahara dune area, blowing sand gets trapped in road cuts where the road is sheltered from the wind. You will be coming into a road cut with a curve at the speed limit and there will be this small sand dune in the middle of the road. If you look hard at that photo you will see the headlight on my bike.

About every 20 to 30 miles there was a police speed trap. They were generally at intersections or roundabouts. Usually the trap involved a couple of police vans, an open-air tent where you paid your ticket, and a police officer with a radar gun. You don't dare pass through without their waving you through. Our support vehicle was stopped three times in one day. The support driver was not speeding. The officer at the last stop was finally convinced that the radar guns must be inaccurate if they registered 5 mile over the speed limit consistently and did not give a third ticket. he bikes always were waved through. I suspect their radar guns were old models that did not pick up motorcycles with accuracy.



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Reports from the Road - Morocco - David Fishbaugh - (continued)

The bikes always were waved through. I suspect their radar guns were old models that did not pick up motorcycles with accuracy.

Ok, now the fun part -- roundabouts. I don't have any pictures of what goes on in a roundabout, only videos. So, I will try to describe the dog-eat-dog game that goes on. The concept of who has the right-of-way in roundabout does not exist. If you approach a roundabout with that in mind, you're not going anywhere or you are going to be run over. If there is only one lane heading into a roundabout, expect to be sharing that lane with other vehicles and possibly a small motorcycle. If there are two lanes expect even more vehicles. In the big cities, the roundabout is full of vehicles. You look for a weakness in that roundabout flow and you quickly fill it. But what generally happens is every vehicle behind you will follow you bumper to bumper shutting off the roundabout flow to your left. Then the next roundabout approach, is looking for their opportunity to do the same thing. These perceived weak points are not a vehicle length, it's if they can get a bumper in front the one on the left, the game is on. And that is how you have to approach it, as a game. Everyone in Morocco knows how to play this game, so it is actually safer for them, than you might think. Rural roundabouts are much calmer.



Overall Impressions

Our trip to Morocco was educational, enlightening, fun and at times stressful. We arrived in Morocco and we were immediately immersed in a totally foreign culture. Morocco is a Muslim country, not to be confused with Islam, the political arm of the religion. The primary language is Arabic. French is also spoken due to France's long domination of the country. We were there during Ramadan, a month of prayer, fasting, and almsgiving. The similarities to and differences from Christianity became apparent. Mary asked questions of our medina guide in Fez and quickly became aware of the similarities. A simple example is that instead of a church with a steeple in every community, there was a mosque with a minaret. As on our previous trip in southern Africa, we realized, again, that across the world, people are far more similar to each other than different. Too bad we keep making up reasons to fight with each other. Our tour taught us that the Sahara Desert is not all sand dunes, but that it can be similar to our high plains deserts with rocks and small shrubs. We quickly realized that our stereotype of an oasis—a small island of green in desert sand--was far from accurate. Oases can be quite large and dotted with small communities. We traveled in a smaller group of people than on our previous group trips. We were able to get to know each person and they were, without exception, wonderful individuals. We were stressed by long distances between good hotels, making riding days long. The roads and traffic were stress inducing. We were stressed by the end-of-the trip Atlantic storm that came through the straits of Gibraltar, causing us to wonder if we would have to change our return plane reservations. But, when all is said and done, we would recommend a trip to Morocco with the proviso that it is made with a competent tour company that knows and has experience with the country. We encourage you to "step out of your comfort zone and let your life begin"!

Dave and Mary Fishbaugh

MONTANA BMW RIDERS NEWSLETTER

Rider Profile - Bernard Vance



I've lived in Kalispell for the last twenty five years, have a wife and three grown up children, and spent six years in the Marine Corps. I started riding dirt bikes at five and continued until I turned eighteen in 1981. I then purchased a new 1981 Suzuki GS1100 and was immediately hooked on fast street bikes. I've owned a string of sport bikes ever since including a couple of Kawasaki ZX11's in the nineties, a ZX14R after it was released, and I currently have a 2018 BMW S1000RR that is my track only bike. I retired in 2015 in my fifties and decided to add a long distance bike to the stable as I now had the time to travel longer distances on a bike. I ended up purchasing a 2017 K1600GT and fell in love with the amenities as well as the smoothness, agility, and power for such a heavy machine. I now ride a 2020 K1600GT with a BT- Moto ECU

flash and a full Remus exhaust. My goal in joining the club is to meet other BMW riders in western Montana with whom to ride. My riding style has always been with a rather heavy hand on the throttle. Other than the relative paucity of BMW riders, I can't think of a better state to stretch the legs of a motorcycle than Montana with its wide open spaces, high speed limits, and low population density. In the immediate future, I plan on attending the Redmond BMW MOA Rally as well as the Beartooth rally which I attended once before. My name, email, and phone number will be on the updated OPT-IN list and would love to hook up with some locals for a day ride and especially the rides to the rallies. Besides riding, I also enjoy working out, skiing, hunting, shooting, scuba diving, sailing, flying airplanes, and backpacking. I am also very active with the Flathead County sheriff's office as a reserve deputy.

Bernard Vance



Classified - Phil Haglund

- 2003 Harley-Davidson Trike
- Less than 50,000 miles
- One owner
- Immaculate service records
- Stage 2 Big Bore kit
- Many other accessories
- Will deliver in Montana
- Price: \$14,500
- Contact:



Phil Haglund
406-939-0600

June 2024

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



New Rides



The transformation of KERMIT - From mountain goat to mule.
Stay tuned when the eventual owner is reviled.

BMW MOA Ambassador - Annie Huddy

Annie Huddy, as a BMW MOA Ambassador is the recipient of notices and information relative to BMW Motorcycles. Below is one of the routine transmissions that may be useful to our Club's BMW riders. The link will have to be copied and pasted into your search engine.

<https://maintenanceschedule.com/bmw-motorcycles-main-index/>



BMW Motorcycles Maintenance Schedules Main Index

This is the master index page for BMW motorcycles for all their maintenance schedules and service intervals, including R bikes, K bikes, S bikes, and more.

maintenanceschedule.com



MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS - Lance Lerum - Webmaster

It has been a while since I've written anything for the Newsletter; either as a ride report or in my role as keeper of the Website. I do find typing quite trying and seem to spend more time backing up correcting typos than I do moving forward with my thoughts. It may be that I am just out of practice, or maybe the ergonomics of my workstation at the kitchen counter is less than ideal, but at times it does feel as though my computer is playing some cruel game of keyboard Whack-a-Mole as I try to hit the proper keys. That said, several relatively minor issues with our classified ads in the Newsletter and Website have recently become more evident that I think we can improve upon.

The Newsletter and Website classifieds is a feature provided for members to use in passing on no longer needed bikes, parts, apparel, etc. I think is great that members are offered an opportunity to list their items, with a first crack to other members, maybe before going to Craigslist, Marketplace, newspapers, or other advertising venues. I love looking at ads, if only to keep abreast of the market or to dream about owning such items. Every morning, I check Bring-a-Trailer, an online auction site for interesting cars, bikes, and other moto related items. Even though, as my wife Jan tells me, I am wasting time and unlikely to bid on the endless offering of Porsche, Ferrari, or Vincent models offered up (she also tells me I would have no chance in the unlikely event that Princess Kate should ever become available), it is still fun to go there with my morning coffee. Given the growth in the club and an increasing number of members utilizing the Classifieds for selling or even generously giving away their excess items, and at the risk of having that 'Bear' McCormack label me a bureaucrat, it now seems like an overdue and good time to clarify our process and set a few guidelines for having an ad posted in the Newsletter or Website.

Firstly, the Newsletter and Website are separate entities. As you are all well aware Richard is creating our monthly club newsletter. You all know Richard well and are used to just sending your ad requests to him. I used to just re-post the Newsletter ads to the Website to capture any non-members surfing our site to enlarge the audience and possibly increase the chance of a sale. A member took me to task for that (and likely rightly so) as they did not want their contact information out there for the entire world to see.

I only include contact information as a link, and do not post emails or phone numbers on the web in an attempt to lessen chances of bots finding your contact information. Squarespace (our web platform) assures me that they have a very robust security system in place, but really, if the Pentagon can be hacked, I suspect these contact links may be just more of a feel good effort against any really sophisticated hack. Since just using your email and internet for normal purposes always opens you up to some risk, and you are aware of not responding to some pretty transparent phishing emails some members have received, I suspect risks are low. Other than the occasional phishing email (mostly sent to officers and staff and we don't know where these were sourced from) I am not aware of any problems to date. I actually feel sorry for that Nigerian Prince just trying to reclaim his Kingdom, but if the rumors are correct, he would likely have a better chance of snatching that golden Ring from Gollum than trying to get money out of a BMW owner.

Sorry, a long way around to explain that I no longer post your Newsletter ads on the Website unless you specifically request it. Those of you who have posted ads are aware of this as you have been contacted to confirm whether you wanted your ad on the Website also. I am remiss in not letting the membership at large know this. It wasn't much of an issue until the popularity of these classifieds increased. It has been taking several emails back and forth between Richard and me to get confirmation, and then to get the original photos and text, as any photos I extract from the newsletter .pdf lose resolution. Extracting the text from the newsletter requires I retype it (ouch) or go through a couple software programs to convert and extract as our website does not allow the use of .pdf files. So please, when you submit you photos and text for an ad to Richard, just 'cc' me also (jllerum@gmail.com) if you want your ad on the Website.

MONTANA BMW RIDERS NEWSLETTER

CLASSIFIEDS - Lance Lerum - Webmaster - (continued)

Not long-ago Cable (a.k.a. K. Bill Clark) was looking for a bike and asked me if there was an end time for the ads. There wasn't, and some ads have been on the web for well over a year. I hadn't been contacted that the item wasn't still available, and it wasn't causing me any heartache, so I've left them up. This is probably not a good plan as old, dated ads make the site look less viable. I suspect folks forget they had an ad up and since they are not being awakened nightly by someone wanting to buy their item (maybe speaks to the efficacy of our ads), they are not reminded. I once asked Richard about old ads, and he said he would just call people and said he didn't mind as he liked to talk to the members. It is your ad, so please tell Richard or I when you no longer need the ad posted. I've always dated the ads on the Website to track how long they have been up. As a guideline from now on, I will plan to remove ads after four months if I don't hear from you. If you need your ad to run longer just let Richard and me know and we can change the photos, adjust price, or leave it alone and just run longer. One last item is related to the number of photos in the ad. A photo of every farkle you've added to the bike is probably not necessary. I suggest listing those farkles and features in the text and pick just a couple really nice click bait photos. It may even be a better sales tactic to let prospective buyers discover things after they call and not display everything initially. I recommend using only a few photos in the Newsletter. Posting numerous photos is not a problem on the web as I have several ways to just display thumbnails that go full screen when clicked on.

I hope these suggestions and guidelines are taken with the spirit of improving our classified section, and like all guidelines, are meant to be broken for good reason.

In summary let's try to:

- 'cc' me your email with submitted ad photos and text if you want your ad posted on our website,
- let us know when you no longer need the ad posted,
- ads will expire after four months if we don't hear from you to extend,
- if you want more photos, I can add more on the website,
- and **thank you** for sending in those ads. I think they add to our Club's benefits and may help you pass on those items no longer needed to a fellow MTBMW Rider member.

Thanks,

Lance Lerum - Webmaster



MONTANA BMW RIDERS NEWSLETTER

Reports from the Road - Klaus Lambrich

Thanks for sending the pictures. Looks like a very productive weekend (Huddy's Tech Day 2024). Would have loved to be part of it but I'm in Germany at the moment. The family has got a few celebrations on the calendar over the next four weeks and I didn't want to miss out on free food & drink.

There is some medieval retro festival going on here in my hometown of Oberwesel on the Rhine. It's all knights in arms, maidens and witches and so on.

Few old crafts on display too. Rope makers, blacksmiths, bow & arrow makers and so on.

Anyway hope you all have a good start to the riding season.

I might come and see you later in the year.

Thanks again.

Cheers.

Klaus



Klause - 2019

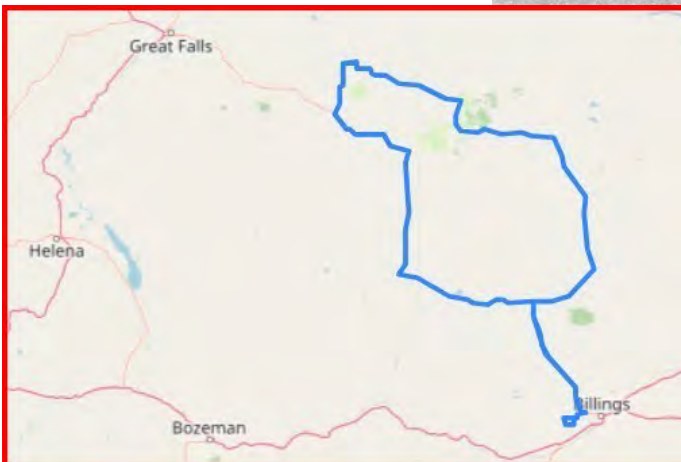
Reports from the Road - Mike Hofferber

A fine day in May.

Terry Pancich on heritage bagger, **Gary Armstrong** on R1200RT, **Scott Hecker** on R1200GS, **Dick Smith** on R1250GSA, and me on Sophia (Moto Guzzi V1100 Sport).

Awesome day with a great 300+ mile route designed by Mr. Smith.

Mike Hofferber



Dick Smith, left and Terry Pancich

MONTANA BMW RIDERS NEWSLETTER

Monthly Meeting - Huddy's Outpost

The May meeting was scheduled as an outdoor event at the Cave Point Recreation area on the east side of Canyon Ferry Lake. The weather forecast was for wind, rain, and generally sub-50 degree temperatures for the area. At the pre-verbal 'last minute', Club members **Kevin** and **Annie Huddy** volunteered their shop facility, inside and warm, for the event. The offer was quickly accepted, and an informative email was sent to the membership about the change.

Kevin's shop was quickly converted to a picnic area, the remaining food from the previous day's BBQ was retrieved, warmed and spread out on the 'buffet table', a.k.a. motorcycle lift. Huddy's sidecar dogs were invited and it turned into a talkative festive event. A "Thank you" to the Outpost for saving the day!

Editor



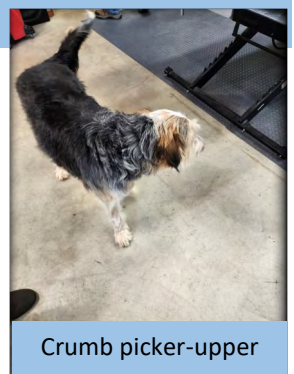
We have used the term often, "...his shop is clean enough to eat off the..." This is case in point, it is true. **Ken Wilhelm's** Harley-Davidson one day and next Annie's buffet luncheon.



This might become a trend. A motorcycle shop, food, a dog and a few motorcycles parked nearby and foul weather outside. What more could a motorcyclist need?



It was not all fun and food. **Ed Field** re-mounting the rear wheel, with a new tire and valve stem, torquing the bolts, and removing and remounting the front wheel after replacing the valve stem, as a precautionary move. See page No. 3.



Crumb picker-upper

MONTANA BMW RIDERS NEWSLETTER

Memorial Rally - Mike McPeak

This is the evolution of the Bee Cee Beemers Nakusp Rally. The BC Beemers no longer put on a rally, but the torch was picked up by Brian and the Canadian Vintage Motorcycle Association. **Mike McPeak** was the President of the BC Beemers and instrumental in keeping the Nakusp Rally going. He died in a motorcycle accident. There were no witnesses to the accident, but it is believed to have been the result of a medical issue while he was riding.

Kevin Huddy



Editor's Note— Kevin and Annie made the run to Nakusp in 2022 and reported on it in the August 2022 Newsletter.

Mike McPeak Memorial Rally



August 1, 2, & 3, 2024
 Nakusp Municipal Campground BC

To register, email mikemcpeakrally@hotmail.com
 or call (403) 714-7050

We will not be collecting for camping, just meals.
 You can book your own camping or as last year split the overflow.
 Meals: \$25(Mexican); \$25 (Italian); \$27 (Roast Beef)
 Looking forward to seeing you all. Thanks. Brian

Sponsored By



Your Editor is filling in for **Larry Banister**, Mileage Contest Coordinator. The contestants are set, as summarized below. The full spreadsheet with beginning mileage for each of the bikes for each of the riders is an attachment to the newsletter.

Gary Armstrong	Rebecca Coursey	Don Davis	John DiBari	Dick French	Dean Hall
Annie Huddy	Kim Lemke	Larry Manchester	Dave McCormack	Rowan McQuarrie	Mike Meredith
Tom Moe	William Parker	Janet Webster	John Webster	Phil Yasenak	

MONTANA BMW RIDERS NEWSLETTER

Classified - REDUCED PRICE - Todd Jones

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

- ⇒ 42,989 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

\$8,500

Contact:

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

Email: penitodd@gmail.com



June 2024

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

Classified - Upper and Lower Crash Bars - Kevin Huddy

Alt Rider Upper Crash Bars for BMW R 1200 GSA With Instructions

Price: \$ 500.00 plus delivery

Contact: Kevin Huddy
406-407-6776
khuddy@hotmail.com

Buy now and install at **Tech Day** at the Outpost 18 May 2024!



MONTANA BMW RIDERS NEWSLETTER

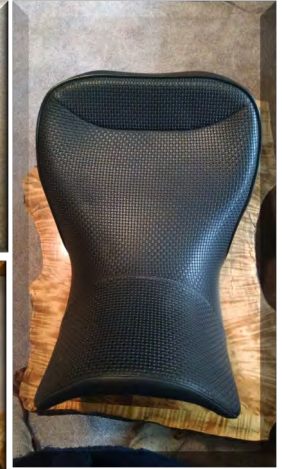
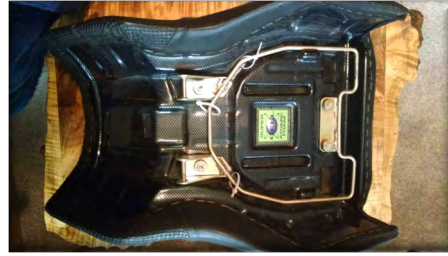
Classified - Sargent Seat - Ken Conrad

- Sargent seat, fits BMW R1100/1150GS
- \$150 + shipping if unable to pick up in Helena (Huddy's Tech Days?) or at a club meeting.
- List \$449.95 from Sargent.
- Link to Sargent website:

⇒ <https://www.sargentcycle.com/black-ws-520f-19>

Contact:

Ken Conrad
406-431-4999
kcaf47@gmail.com



Classifieds - Pat Endres

Motorcycle Riding Gear

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

1. 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
2. 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, MONTANA 59102
406-294-6008 fax 294-6009
Email: pat@centralproducts.us
Website: centralproducts.us



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 (Note: Venue changed due to absence of confirmation of The Vault.)
	Butte	Perkins			
April 21	Lincoln	Lambkins	Sunday	1:00 PM	Club Lunch - Dine-in
May 18	Huddy Tech Days	Huddy's Outpost	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 MEMBER-SHIP@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
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

Classified - Lon McComas

Riding Gear for Sale

- BMW Riding boots size 9 or 42 - \$10.00
- Red Jacket , Biker's Choice Size Large, with liner - \$20.00
- First Gear, All Season Jacket, with Liner, Size large - \$50.00
- First Gear, All season Bibs, Men's 34 long - \$50.00

CONTACT:

Lon McComas

406-388-0678

lwmccomas@yahoo.com



Classified - Al Murray

"Here are a very good condition set of 35L Caribou (by Pelican) Panniers w/ rack. Do not know what bike(s) rack will fit... I've never installed them.

You can find the proper rack for your bike at:

- <https://cariboucases.com/>

Cases are waterproof & lock.

Asking \$250 obo"

CONTACT:

Al Murray

mtbmwriders@gmail.com



MONTANA BMW RIDERS NEWSLETTER



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Our YouTube Channel: **https://www.youtube.com/channel/UCVeW1KOxe8wySGIajJ8akhA**

(Or search YouTube for: All Moto Tire)

MONTANA BMW RIDERS NEWSLETTER

Classified - Greg Boynton

I am selling my 2007 BMW R1200RT with 26,700 miles.

- \$7,000 obo.

I bought this bike brand new and it has been taken very good care of. Obviously with very low miles, the only work done to the bike has been routine maintenance. The fuel filter was replaced, and the forks seals have been replaced. This second set of tires has at least one good season left on them. The engine is very strong and she is a smooth rider. As pictured, it comes with two hard side bags and one hard trunk. Also BMW tank bag, which clips on and off very easily. Not pictured, is a new large size, summer riding jacket, neon yellow.

Disclosure. The upgraded running lights were purchased in 2007 and no longer operate. These can easily be replaced with a modern system. Also the cover blew off while I was working out of state for five months. Sun damage on the hand controls.

CONTACT:

Greg Boynton

- greg@chefgregmontana.com
- 406-201-1320



June 2024



MONTANA BMW RIDERS NEWSLETTER

Classified - Paul Smietanka

BMW R1100S ENGINE & TRANSMISSION FOR SALE

\$500 - AS IS

The boxer engine/transmission unit has an alternator and center stand. A front fork & 17" dual disc alloy wheel with ABS ring and a mounted Shinko 120/70ZR17 F009RR tire is included.

- The VIN: **WB1041601R0310119** stamped on the top right frame decodes to a 1994 R1100RS.
- The Engine Number: **112EA 0497 7489** appears to confirm it's from a 1994 R1100S.
- The Transmission Number is: **005453EAF**.
- The Frame Number: **2311605**, is on the front of the head tube.

Obviously, these components were part of a build, rebuild project. With yellow painted notations as to oil and torque, I assume the engine/tranny was a replacement obtained from a recycler.

While I do not have any information as to prior usage or condition, the left side cam chain tensioner fix *has not* been performed.

This assembly is available for inspection and pick up, at:

- 110 Rock Ridge Drive - Clancy MT, north of the Blue Sky Heights subdivision, which is south of Helena just west of I-15.

Paul Smietanka (406) 431-0830

June 2024



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.....?

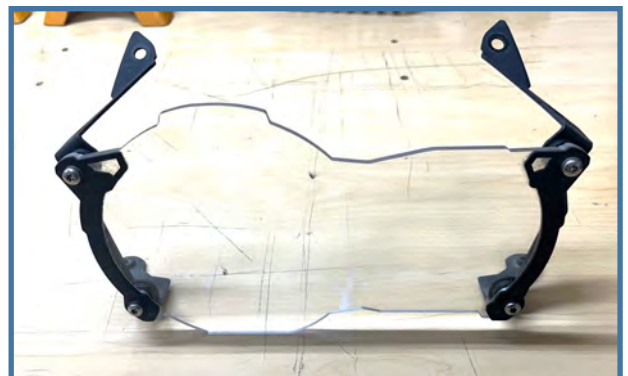


Classified - Protective Headlight Accessories - Kevin Huddy

- One protective headlight grill for R1200/R1250GS/A liquid cooled. Unknown brand. \$25.00 (No photo available)
- One Altrider polycarbonate headlight guard for R1200/R1250GS/A liquid cooled. Sells for \$183, asking \$60
- Contact:

Kevin Huddy: 406-407-6776

Email: khuddy@hotmail.com



MONTANA BMW RIDERS NEWSLETTER

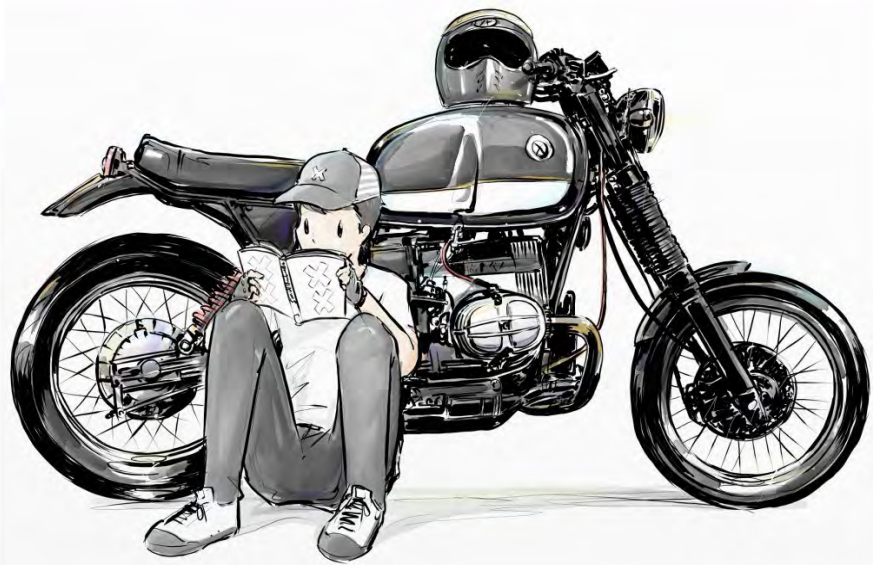


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MONTANA BMW RIDERS NEWSLETTER

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MLS 

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



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

PRESIDENT: LARRY MANCHESTER

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VICE PRESIDENT: BILL CLARK

Email: kbclark007@gmail.com

SECRETARY/TREASURER: AL MURRAY

Email: monterrapin@hotmail.com

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MILEAGE CONTEST COORDINATOR: LARRY BANISTER

Email: beemermt@msn.com

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Email: Tom.moe@sbcglobal.net

BMWMOA—AMBASSADORS: KEVIN & ANNIE HUDDY

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

CLASSIFIED ADS FOR THE WEBSITE: LANCE LERUM

Email: JLLERUM@GMAIL.COM

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

(R_G_French@msn.com) or

RGFRENCH1937@gmail.com, or

TEXT to 406-274-0783

Rearview Mirror - Historian - Kim Lemke



BMWMOA Rally - Redmond - 2001

From the left, Jim Iverson, Jeff Dobie, Chuck Reaves and Rojene Lemke.

Redmond 2001 Story: Rojene and I were in line to be seated on the Prineville Train; I turned and saw the Pardicoopers, fellow BMW riders who had rescued Rojene and me near Gillette in July 1990. We were on the way home from Rapid City Rally.

Fast-Forward 2010: I went to 2010 Rally alone, besides our Missoula group, I saw **Jay Dible** who was one of our early MTBMW members. Other Rallies I have, without planning, met friends from prior rallies!

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

All ads will be on a calendar year basis. Ads will be billed to the advertiser in October of each year.

Rates are subject to change with advanced notice