



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



March, 2014

Volume 38, Issue 3

Founded 1976 - Charter #83, BMW Motorcycle Owners of America



Hoffman Bridge, Built 1936

photo by Lane Weinberg

Covered Bridges Ride and BMWRO Quarterly Meeting

Meet: **March 29, 2014 at 11:00 am**

Clutches out at **1:00 pm**

- 11:00 am – Arrive at Covered Bridges Cafe
- 11:30 am – Quarterly meeting
- 12:00 pm – Eat Lunch
- 1:00 pm – Wheels Roll & Ride

Meet at the **Covered Bridges Cafe**,
510 n. 3rd Ave., Stayton, Oregon

The Covered Bridges Tour:

A map and information on each bridge will be available at lunch. The tour will cover five or so bridges, travel a little over fifty miles and take about three hours.

Lane Weinberg at bmwro.pres@gmail.com

BMWRO President's Message

by Lane Weinberg

US BMW Motorcycle Sales On The Upswing for 2014

A press release by BMW Motorrad January 28, 2014, published by Power Sports Business www.powersportsbusiness.com/ and edited by BMWRO.



BMW Motorrad USA reported a 17 percent increase in sales for 2013 — the second highest retail performance on record — with 14,100 units sold in 2013. Worldwide, BMW Motorrad sales reached a record high for the third year in a row with 115,191 units, up 8.3 percent over the previous record of 106,358 units in 2012.

BMW's best-selling motorcycle (both in the U.S. and worldwide) accounted for more than 2,000 U.S. customer deliveries, revving up demand for the boxer model line by nearly 20 percent.

"The coming year will bring even greater potential for growth with the introduction of five all-new 2014 models in the first quarter: the BMW R nine T, BMW S1000R, BMW R1200RT, BMW R1200GS Adventure, and the K1600GTL Exclusive," Mr. Blesse remarked. The BMW retailer's good neighbor group sales organization is represented in the U.S. through a network of 139 BMW motorcycle dealers.

A look at 2014 BMW Rallies in the Great Northwest

Bee Cee Beemers -

Nakusp Hotsprings Rally,
Thurs, August 14 - Sun, Aug 17
Nakusp Municipal Campground
4th Street and 10th Avenue NW
Nakusp, B.C. Canada
GPS: N50 14.678 W117 48.693

Bee Cee Beemers Rally
C/O Michael McPeak
4326 Atlin Street
Vancouver, BC
Canada V5R 2C2
www.beeceebeemers.com
Contact Mike McPeak for more information.

Rose City Motorcycle Club
Rose City Oregon 250
April 6, 2014
Rose City Oregon 500
May 10, 2014
Rose Bud Run
May 10, 2014

Grand Tour
April 1 to September 30.
Western States 1000
June 7-8, 2014
Harvest Run
<http://rose-city-mc.org>

BMW Motorcycle Club of Northern CA
42nd Annual 2014 '49er Rally
May 22 - 26, 2014
Mariposa, CA
BMW Club of NorCal, 2014 '49er Rally,
2540 Maywood Dr, San Bruno, CA
94066.
Email: 49erRegistration@bmwnorcal.org

Washington State BMW Riders Club
Cascade Country Rendezvous
Thursday, Jul 24, 2014 to Sunday, Jul 27, 2014
Ferry County Fairgrounds
14 Lawson Way
Republic, WA 99166

The indication is that BMW Motorrad sales are approximately 3% of Harley Davidson sales.

Web Bike World (<http://www.webbikeworld.com/motorcycle-news/statistics/motorcycle-sales-statistics.htm>) reports indicate that total US motorcycle sales were up slightly by 1.4% in 2013 at 458,972 units (includes street, off-road, dual-sport and scooter sales).

This is a very mild increase and the overall sales totals are still flat, especially compared to the peak years of 2004 through 2006, when more than twice as many motorcycles were sold in the U.S. The popularity of dual-sport motorcycles continues; dual-sport bike sales were up nearly 14% from 2012 with 32,979 sold in 2013.

January 30, 2014 - (Press release edited by webBikeWorld) - Here are some tidbits from the Harley-Davidson annual report. According to information released by Harley-Davidson in their annual report, worldwide retail sales of new Harley-Davidson motorcycles grew 5.7% in the 4th quarter of 2013 and increased by 4.4% for the full year, compared to 2012.

H-D sold 45,875 new Harley-Davidson motorcycles in the fourth quarter of 2013, compared to 43,405 motorcycles in 4Q of 2012. In the U.S., dealers sold 27,387 new Harley-Davidson motorcycles in 4Q of 2012, up 6.3%.

For the full year 2013, the Company shipped 260,471 motorcycles to dealers and distributors, a 5.2% increase compared to 2012. Full-year revenue from motorcycles grew 8.0% to \$4.07 billion.



Additional Info: Tina Hansen
604-830-2558
wsbmwr.org

Idaho BMW riders Bavarian Mountain
West Motorcycle Club
Stanley Stomp
August 7-10
Sawtooth Lodge GPS Coordinates:
N44 09.549 W115 10.053
idahobmwriders.com

NMW Motorcycle Club of Colorado
Top O' The Rockies Rally
July 17 - 20, 2014
Paonia City Park, Paonia, Colorado
GPS N38.87030 W107.59170
David Adair - Rally Chair
topotherockies@bmwmcc.org
303.565.0679
Web page: bmwmcc.org/tor_rally.php
Email: tor@bmwmcc.org



BMWRO

Coming Events



Club Sanctioned Events

- Event:** **Covered Bridges Ride and BMWRO Quarterly Meeting**
Date/Time: March 29, 2014 from 11:00 am to 3:00 pm
 a) 11:00 am – Arrive at Covered Bridges Cafe
 b) 11:30 am – Quarterly meeting
 c) 12:00 pm – Eat Lunch
 d) 1:00 pm – Wheels Roll
Place: Meet at the Covered Bridges Cafe, 510 n. 3rd Ave., Stayton, Oregon
Description: The Covered Bridges Tour: A map & information on each bridge will be available at lunch. The tour will cover five or so bridges, travel a little over fifty miles and take about three hours.
Contact: Lane Weinberg at bmwro.pres@gmail.com
- Event:** **Less Hardy Souls Ludlum House Campout**
Date/Time: April 18–20, 2014; arrive 1:00 pm on Friday.
Place: Ludlum House, Bookings, OR
Description: Solar powered historic cabin with wood stove and accommodations for 10-30 people—an additional \$5/person after the first 10. Site for RV and camping around the cabin. Host will provide a hot meal on Saturday night.
Contact: Tod Roy (707) 951-4606 or email drtodroy@aol.com
- Event:** **Chief Joseph Rally**
Date/Time: June 12–5, 2014
Place: John Day, OR Grant County Fairgrounds
 GPS coordinates: N44°24.967', W118°56.868'
Description: The highlight of the BMW social season calendar and major fund-raiser for Charity.
Contact: Clarence Story BMWRO.rallymaster@gmail.com
- Event:** **Central Coastal Area Campout**
Date/Time: July 25–26 or 18-19 Weekends (TBD)
Place: Location yet to be confirmed but around Newport Coastal Mountains area.
Description: Rustic tent camping experience on the banks of a great river. Dates and campground to reserve are TBD. Details to follow.
Contact: Keith Matteson keithbob@charter.net

- Event:** **Southern Coastal Range Campout**
Date/Time: August 15 - 17 Weekend
Place: Location yet to be confirmed but around Galice Coastal Mountains area.
Description: Rustic tent camping experience on the banks of a great river. Campground to reserve is TBD. Details to follow
Contact: Dan Hall at dnehall@frontier.com
- Event:** **BMWRO Women Riders Camp-out**
Date/Time: Thursday-Sunday, August 21st - 24th.
Place: TBD (contact Alice)
Description: *Mark your calendars now!* This is a casual gathering for women riders. We'll be sure to have something to interest you: exploring on fun scenic roads (both paved and off-road choices), sit around the camp and eat/drink/sleep/read, practice picking up motorcycles, share stories. Be prepared to cook your own meals, but we may ride to a cafe for a few meals, too.
Contact: Alice LeBarron: alicelebarron@hotmail.com 541-647-7194
 Kris Jacobson: kjacobson62@gmail.com 541-520-7785
- Event:** **Steens Mountain Campout**
Date/Time: September 5–7, 2014
Place: The Narrows Campground and RV Park, OR
Description: detail to follow
Contact: Jay & Janet Bennett
- Event:** **Fall Hardy Souls Campout**
Date/Time: (scheduled between deer and elk season) Oct 17–19 likely
Place: Seneca/John Day area
Description: TBD
Contact: TBD
- Event:** **Winter Celebration and Quarterly Meeting**
Date/Time: November 11th or 18th, 2014
Place: TBD
Description: details to follow
Contact: Janet Bennett, jlbennett60@gmail.com

Recurring Events

Event: **NW Oregon 1st Saturday Ride**
Date/Time: First Saturday. Leaving parking lot at 9:45 a.m.
Place: Various breakfast and ride locations in northwest Oregon
Description: Finding the twisties and connecting with our membership for grins and food sharing.
Contact: Dave Peterson **503-327-5592**
dwpeterson01@yahoo.com
Susan Ortiz-Renteria **503-779-7842**
dirtsquirt816@gmail.com

Event: **Central Oregon 1st Saturday**
Date/Time: First Saturday of each month
Place: Various breakfast and ride locations in Central Oregon area.
Contact: John Beeson **541-383-2608**
Steve Miller **541-977-6787**

Event: **Southern Oregon 1st Saturday**
Date/Time: First Saturday of each month
Place: Various lunch/breakfast and ride locations for southern Oregon members.
Contact: Dan Hall, dnehall@frontier.com

Event: **Tigard 1st Saturday Coffee**
Date/Time: First Saturday, each month, starting at 10am.
Location: Tigard BMW store, 12010 SW Garden Place
Contact: Susan Ortiz-Renteria **503-779-7842**,
dirtsquirt816@gmail.com

Event: **Eugene 1st Saturday Coffee**
Date/Time: First Saturday of each month 9 to 11am.
Location: Eugene BMW store, 2891 W. 11th Ave
Contact: J.R. Dallas **(541) 543-9903**,
dallas-jr-1@hotmail.com

Event: **Doc Wong Riding Clinic**
Date/Time: Second Saturday of each Month, 9:00 am
Location: Mr. Ed's Moto: 414 Queen Avenue, Albany
Contact: Don Weber **541-791-5142**
don@mredsmoto.com

Regional Events

Event: **Oregon Vintage Motorcycle Show and Swap Meet**
Date/Time: May 17-18, Sat / Sun
Place: County Fairgrounds Corvallis Ride, Show
Description: Sat. Ride 12 noon, Sun. Show and Swap Meet
Details: <http://www.oregonvintage.org/calendar.php>

Event: **Richard Newton Memorial Camp Out**
Date/Time: May 16-18, Fri - Sun
Place: Deschute State park
Description: Ride, Camp, BBQ
Contact: BMW Freeriders in the Tri-City

BMWRO Women Riders' Connection Sparks New Ideas

As a result of the Women's Ride at the 2013 Chief Joseph Rally, 5 of us hatched a plan to meet again for a Women's BMWRO Campout at Yukwah Campground in August 2013. We had a heck of a fun weekend! We went for a couple of rides, enjoyed each others' company and ate scrumptious meals. And, we talked about more ways to connect the women riders of this club. We have some ideas to share and would love to get feedback from the women riders of this group.

1. You're invited to join our private Facebook page where we learn from each other and share our stories of adventure. To join, email Jalene Case at jalenecase@gmail.com.

2. What kinds of activities, classes or events would you like to see for women at the 2014 Chief Joseph Rally? What would you be willing to teach? Which of these ideas appeal to you? Below are some ideas but we'd love to hear more from the women in the group. Send your response to Kris Jacobson at kjacobson62@gmail.com.

Women's rides:

- Off-Road Riding for Beginners
- Off-Road Riding for Non-Beginners

Women's workshops:

- Packing for a Solo Road Trip
- International Travel with Tour Groups
- Transitioning from being a Passenger to a Rider
- Motorcycle Camping Tips for Women Riders

Women's hands-on practice sessions:

- Lifting your bike
- Fixing a flat tire

3. We would like to have the Women Riders campout become an annual event. It would most likely be scheduled for an August weekend and we would like to have a firm date and location planned in time to announce it at the 2014 Chief Joseph Rally. It would really help us to have an idea now of the interest level for this new event. Would you be interested in attending the Women Riders BMWRO Campout in 2014? Send your response to Alice LeBarron at alicelebarron@hotmail.com.

We welcome your thoughts and suggestions and look forward to hearing from you.

Contact information:

Jalene Case jalenecase@gmail.com 541-270-4288
Alice LeBarron alicelebarron@hotmail.com 541-647-7194

NEW MEMBERS

Paul & Rose Headings, Nampa, ID
Riding an undertermined moto-bike

Ed Fisher, Portland, OR
Riding a F650GS and VF750S

Jeffery & Lisa Brown, Portland, OR
Riding a R12GS and a F650 Twin

Daniel & Lori Bielenberg, Selem, OR
Riding a R1150RT

Harold Olaf Cecil & Michelle Hanford, Bend, OR
Riding a F800GS

BMWRO Club Officials

President:
Lane Weinberg, (503-522-1067)
bmwro.pres@gmail.com

Vice President:
Jay Bennett, (541-760-0675)
bmwro.vp@gmail.com

Secretary:
Ed Foltyn,
bmwro.secretary@gmail.com

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bmwro.web@gmail.com

Club Liaison
Doug Tewksbury,
bmwro.news@gmail.com

Activities
Jay Bennett, (541) 760-0675
bmwro.vp@gmail.com

**FIND THE BMWRO NEW MEMBER
APPLICATION FORM ONLINE:**
[HTTP://BMWRO.ORG/JOIN-US.HTML](http://BMWRO.ORG/JOIN-US.HTML)

Bylaws, Policies & Guidelines

If you are interested in any of the above, just visit our website
and download. www.bmwro.org

Ambassador Program Welcomes New Members

Ambassadors for the Four Regions are:

Southern Region (Oakland, OR into
California. The coast through Klamath Falls).

Dan Hall – 541-862-7411,
dnehall@frontier.com

Central & Northeast Region
(East of The Dalles, including I-84 to Ontario, south
of Columbia River to US 20, Baker City & including
US 20 to LaPine. Includes Camp Sherman/Bend/
Redmond/Sisters & Prineville area).

John Beeson – 541-383-2608,
beeson@cbbmail.com

Steve Miller – 541-977-6787,
shuntermiller@gmail.com

Central Western Region

(South of Salem, including Eugene & Oakland from
the coast to the Cascades).

JR Dallas – 541-731-6951,
dallas-jr-1@hotmail.com

Northwest Region

(from Longview, WA south through Salem, OR, the
coast to the Cascades, including The Dalles).

David W. Peterson – 503-327-5592,
dwp@help-me-plan.com
Smug Mug Images

Susan Ortiz-Renteria – 503-779-7842,
dirtsquirt816@gmail.com

**Please call or email your regional Ambassador for club outings and rally information.
We can assist you with learning more about BMWRO**

Winning the Big Prize at the 2013 Chief Joseph Rally

by Jay & Kathy Dyblie

When the winning number was called out, my husband Jay let out a gasp of surprise I'd never heard from him before. I looked at him in just as much surprise. He indeed held the winning ticket for the two-night stay and two-day free motorcycle rental at Diamond Stone Resort in La Pine, OR. To tell the truth, both of us were overwhelmed at winning the grand prize at the John Day Rally 2013, provided by our friends and terrific hosts, Gloria and Doug Watt. After we arrived at the rally on Thursday afternoon, we noticed a huge banner in the main pavilion telling about the lovely resort that we had visited years before. Never in our wildest dreams did we think we'd get to go again in the very near future.

The WOW effect continued, and we made arrangements with Gloria and Doug to visit them in September, after school started. What a great way to celebrate my retirement! No more getting up at 5:30 a.m. to teach anymore. Now Jay and I could leisurely travel wherever we wanted and enjoy this beautiful place again.

We waited with great anticipation. During the planning phase we had Oregon maps laid out on the table, and ideas were discussed and/or dropped depending on the total time we could take for this new adventure. Because we hadn't been to that part of Eastern Oregon in a few years, Crater Lake was number one on the list. Neither one of us had been there for a very long time. Yet there were many other choices for motorcycle riding, driving, hiking, shopping, and even more options due to the great location of Diamond Stone Resort.

The weather gods supplied warm, clear days and not too chilly nights for the trip down and for our stay. We were finally on the road to get there, and our adventure was really beginning! After a six hour trip through Southern Washington and into Central Oregon on Highway 97, we first arrived in Bend, Oregon. It took us some time to find the main shopping district, but we checked out several stores and continued on to our real destination in La Pine, Oregon: Diamond Stone Resort.

The resort has grown a lot in size between our first visit and now. An extra guest house with a large

garage that holds 15 motorcycles has been added on, and this guesthouse is where we were able to stay. Our room was spacious, comfortable and attractive in a great rustic style. The bathroom was large and just for us. What we really appreciated was the flexibility we had to come and go when we wanted. Because of the lovely, well appointed kitchenette, we were able to fix our own breakfasts and make coffee and tea as needed and then get moving at our own pace in the mornings without anyone having to do much for us. However, knowing how good Doug's and Gloria's cooking is (yummy!), we also had an option for a beautiful breakfast on one of the days. It was a hard choice, but we opted out.

After breakfast on the first day, we headed out for Crater Lake. Our timing was impeccable. The sun was shining and the weather was perfect. I didn't realize that there was quite a constant wind at the lake, but that did not deter us from having a great time. We started driving around the lake on the north side. We were fortunate to be there in early September because the park was going to close within weeks for the year, even with the looming threat of the Federal shutdown. We stopped at almost every turnout to get really fantastic shots of the lake and crater. The park is an awesome place to spend an entire day the way we did. There was so much to see and do. On our way home that afternoon, Jay drove, and I looked along the side of the road for the different kinds of pine trees the park ranger had explained to us.

At this point you are probably asking yourself, "Why aren't they riding a motorbike?" Well, to make a long story short, ours was temporarily out of commission, and although Doug has a stable full of marvelous bikes to ride, I was hesitant about riding two-up because of some back problems.

When we arrived back at Diamond Stone, Doug invited us to the happy hour he invariably offers his guests. Both evenings we were there, our gracious host served us pretty much anything we wished: beer, wine, water, and the house specialty, tequila. We also made new friends with the other folks who were staying overnight.

As for meals outside of breakfast, there are several options. Locally there is a restaurant/bar down the road in La Pine where we enjoyed excellent salad and burgers. For fancier dining, Bend—20 miles to the north—offers a wide range of possibilities. However, food and drink and great overnight facilities are not

the only reasons to visit Doug and Gloria. Unfortunately, we were only able to visit Crater Lake. It's important to mention the huge number of fascinating places to visit within roughly 50 miles of Diamond Stone. There are ski areas, hiking trails and excellent nature museums, including the High Desert Museum, National Parks and Monuments, as well as, terrific roads—paved or gravel—to ride to your heart's content.

We thoroughly enjoyed our stay and would highly recommend Diamond Stone for a great vacation like we had with great friends, in beautiful country, and with a multitude of exciting places to go.

In addition to the visit to the resort itself, a big music festival is being planned for next summer at Diamond Stone that will support research for MS. This event is growing yearly with expectations of even more music and more food vendors. We would like to encourage you to attend this fine event also. Camping spots are available for attendees. MS is very close to our hearts because we have several friends who have it, including Gloria. I am sure that Doug will keep us posted as to the dates for the 2014 festival.

Talk to us at the John Day Rally next summer about your next stay at Diamond Stone Resort and supporting the event at the resort to raise money for MS research. We will be easy to find because we will be wearing Diamond Stone Resort shirts.

Happy riding to all of you!

Kathy and Jay Dyblie

Yakima, WA



HID Light Failed

by Doug Tewksbury

My HID low beam headlight stopped working on the 2013 BMW MOA Mileage Contest Kick-off ride Saturday, April 13th from Eugene to Florence. It was a partly rainy day so I decided to use my high beam (just aimed it as low as possible) to be safe and troubleshoot the failure in the comfort of my garage. It was something of a rainy trip from Eugene to the coast and back again but nothing real heavy.

My first thought was to look for a blown fuse so I grabbed my trusty BMW owners Maintenance Instructions manual. The index led me to the page for the fuse assignment list. The number 8 fuse was listed for "low beam headlight, instrument lighting". My instrument cluster lighting was working so I suspected the HID bulb.

In order to access the bulb I had to remove the right side panel ('04 R1150RT) to remove the bulb. Looking at an HID bulb does not help to determine if it is bad or not. I went to the local auto parts store but they do not carry HID bulbs. I was referred to a local business within walking distance from my home. I never knew about them because the business is just off the main path and not well advertised. On Monday, I contacted the owner and he said he just sold his last H7 HID but would have more by Friday but he said he could test the bulb for me. FANTASTIC!

The bulb tested okay. I was told it could be the HID ballast. I returned home, started removing the ballast and found a connector had come undone (I could not see the connector until I started removing the ballast). I reconnected it, plugged the HID bulb back into the system but it still did not work. I removed the entire HID system and returned to the business to have it tested. The system tested okay. At this point I



began wondering how difficult it was going to be to troubleshoot the factory wiring harness to find the problem. I thanked the owner and asked what I owed and he said I didn't owe him anything. What a nice guy. I will return when my needs involve HID's in the future.

So returning to the garage with a known good HID system I thought what the heck, I'll install the known good standard halogen bulb just for testing purposes. Much to my dismay it did not work either. Again, I'm wondering how hard is it going to be to troubleshoot the factory wiring. So I step back and review my basic troubleshooting technique and it dawns on me. I presumed that since my instrument lighting was working that the fuse was good. I never did pull the fuse. So I pull the fuse and check it only to find it is bad. I replace the fuse, the known good halogen bulb lights up. I reinstall the HID bulb and system and it works just fine. Success feels good. After kicking myself for not actually pulling the fuse in the first place, I had to remind myself that even if I had replaced the fuse the HID light would not have worked anyway (remember a connector had come undone). I did learn all over again how time consuming it is to remove and reinstall the HID system. The weather forecast is improving and my bike and I are ready for another great adventure. See you out there.



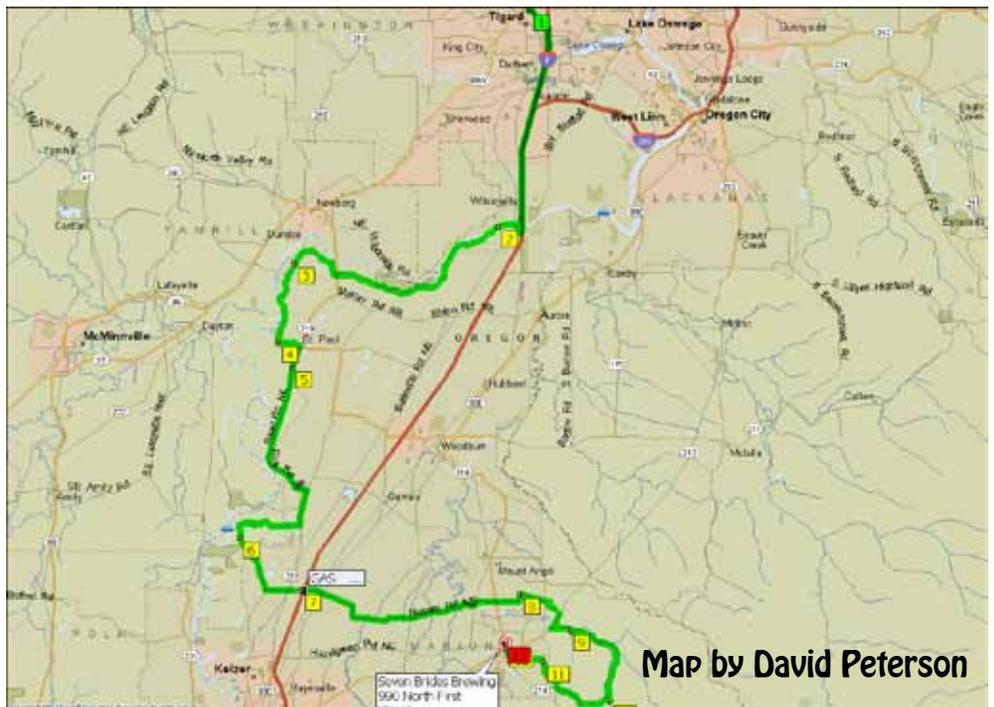
NW Oregon Ambassador's Ride Report – February 2014

by David Peterson #90113

I couldn't take it any more. Ever since I scheduled—and then cancelled—the First Saturday ride last November, the weather gods have taunted me with clear (although perhaps a bit cool) first Saturdays. So I put out the word in late January that Saturday, February 1st, the season was underway.

Ric Holderbaum was quick to respond, "I'm in," but after that, the responses were slow... and no. As the date approached however, the weather showed signs of cooperating. And that was enough for folks to break out the helmets and heated jackets. Faces both familiar and new started to congregate at our regular starting point, Tigard BMW, and by the appointed hour, eleven enthusiastic riders and passengers were saddled up and ready to ride. **Kim Dorsing, Janice Mathern, Scot Lamper, Ric, Mike Ripley, Greg Straub, Dave Menicosy, Ed LaPlante, Willy Paul,** and sweeper **Steve Woodward** followed **Diane** and me out of the parking lot. **Jay** and **Janet Bennett** and **Brian** and **Valerie Bach** came up from Corvallis and met us at the gas stop in Brooks.

The first element of success, the weather was good and getting better. The route—from the feedback I received—was a hit as well. I wanted to keep it simple: not too much elevation and plenty of sun to assure mostly dry roads. We headed south to Butteville, then west past Champoeg Park toward



the Willamette. Riverside Road gave way to River Road and the approach to the Wheatland Ferry. We passed the ferry and headed east on Brooklake Road toward I-5, where we stopped for gas, said hello to the Bennetts and Bachs and so long to Dave Menicosy.

After a short break, we aimed east across the valley, heading toward Silverton in the least direct line possible. Hops and sod gave way to timber as we bumped into the east valley wall. Though

shaded in spots, the temperature was warm enough to eliminate the frost. At this point, I must give a special shout-out to Steve, who waved like a banshee at every stop, ensuring I was well informed that we were all accounted for and ready to move on. It's early in the year to make such pronouncements, but I'm ready to nominate him as Best Tailgunner Ever.

A few minutes later, as we rolled toward lunch, we were greeted by a crazed biker looking for



Sunny & Warm and we're riding in February.
photo by David Peterson **What's not to smile about?**

companionship. Turns out **Carol Lamper** had finished her chores and managed to head us off at the pass.

Lunch at Seven Brides Brewing was the perfect end to the ride. I recommend the Carnitas Quesadilla and Diane—who usually gives me “bites”—was uncharacteristically stingy when it came to sharing her Chicken Bacon Swiss sandwich. A quick look around the table spotted very few leftovers. Give ‘em a look the next time you’re in Silverton.

The next First Saturday is right around the corner. This month, we’ll explore the west valley, Hagg Lake, with lunch in Willamina. Hope you can join us!

*Seven Brides Tap Room is located at 990 North First Street, Silverton, OR 97381.
Phone 503-874-4677.*



So. Oregon Ambassador’s Ride Report – January 2014

by Dan Hall

On the last weekend in January, four Southern Oregon riders met for lunch at the Pony Espresso in Jacksonville Oregon. The temp was in the low 50’s with sunshine, so we decided to ride out to Applegate Lake to check the water levels. After taking the long way around and arriving at the lake we found almost no water. We rode down to the bottom of the paved boat ramp and there was only dirt or mud, no water within sight. There were tracks all over where cars had driven and some had gotten stuck in the mud. We decided not to try riding in the mud and instead ride up Thompson Creek Rd towards the Applegate store.

Before we left the lake, Mel mentioned that his low fuel light on his new Tiger 800 had come on about 20 miles back. He had no idea how far he could go on reserve. Trent also owns a Tiger and said he once made it about 35 miles on reserve. From past trips, I knew that we had to climb a small pass and ride at least another 20 miles to the Applegate store for gas. This added up to over 40 miles Mel would have to ride on reserve fuel. Chris had a small container of fuel in his F800S and offered it to Mel. Mel didn’t think he needed it but after some discussion and our group-reluctance to push an empty 500 pound Tiger, he decided to use the gas. Chris headed back home to Ashland on the paved roads while the rest of us headed west on gravel.

We then followed Mel towards the petro station after advising him to take it easy on the throttle. The 10 miles of gravel to the top of the pass were muddy and icy in spots and cold in the shade of the trees. It was all down hill from there on a twisty, paved road and we made it. Mel filled his tank with petro and found out that he was very close to empty. Another great ride in nice weather and a lesson about bright flashing fuel lights.

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BMWMOA #1393

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2891 W 11th Ave
Eugene OR 97402
GPS N 44° 02.878', W 123° 08.114'
P 541.338.0269
F 541.338.0270
URL www.emcwor.com

Madelyn Russell, Owner
mrussell@emcwor.com

Mr. Ed's Moto

CUSTOM MOTORCYCLE SEATS

Don Weber
don@mredsmoto.com
www.mredsmoto.com

541.791.5142
414 SW Queen Ave
Albany, OR 97322

Travels with Clarence

by Tod Roy

This latest excursion involved a luxury bus trip to Seattle, Washington, for the International Motorcycle Show on Saturday, February 15, 2014. Tour Director, Jay Bennett, made the arrangements and collected the fees (and later a big tip for John, the driver) to create a very pleasant trip beginning in Albany, with a second Jantzen Beach pickup point. There were 45 of us on the bus after the last pickup and we motored onto Seattle. It all began at 4:30 am for me: I drove to Eugene Friday afternoon, arriving at Clarence Story's house just in time for dinner and a very smooth white Riesling wine tasting. We were an hour south of the Albany start point, so getting up early was a must if we were to meet the bus at 6:30 am.

After a back road run up to Albany and a breakfast from McD's finest kitchens, we boarded the bus on time, took our seats, and we were off! Small talk ensued, as the bus ran north in the dark through the heavy rain. Not one person lamented the fact we were not making a club showing at the show on our German two wheelers. The bus reached a crescendo with conversation after the last pickup, but we settled in for the three hour run to Seattle, with the background rumble of a supercharged diesel, a movie by Keith Code on cornering techniques that frankly was a bit sophomoric and condescending with poor outdated production values.

Arriving at the Seattle Center about 11:45, we received our preprinted electronic tickets from the Tour Director, and the admonition to be back at 4:15 in the afternoon or you'd be "Off the bus!" We ascended (literally) to the floor show. Upon entry we were



met by a custom bike display. The "best" of show was a customized and unrecognizable BMW S 1000 RR (above) crafted by an individual who looked to be a genetic cross between Albert Einstein and Ezra Pound. He stood maybe 5'6", had white hair branching out all over his head, round dark-framed hip-type glasses, blue denim shirt and jeans tucked into what appeared to be well worn Doc Martins high top boots that would seem fitting on a clown in a circus. His clothing and the bike were painted with words and symbols to honor the Bonneville salt racers of the 30's.



Moving on to manufacturer's displays in the main areas, we were struck by hunger first; second, by people who know Clarence, and wanted to chat, and third; by every novice Seattle garage band, that got their first public gig on a stage with a captive audience. The music (read noise, hard heavy drum

beat, guitar riffs, and high pitched vocalists) was near deafening. Added to that: the conversations of bike people, gear heads, and manufacturer's shilling their wares. Given the jostling crowds, a respite was needed and found in a corner next to a kitchen serving pizza and hotdogs at 1%er prices.

We talked with a Yamaha Rep who has been driving all over the country, unloading, setting up, taking down and loading the



Yamaha Motorcycle display at all 12 locations of the Progressive Motorcycle Show since September 2013. He was looking forward to home in Missouri after this one closed.

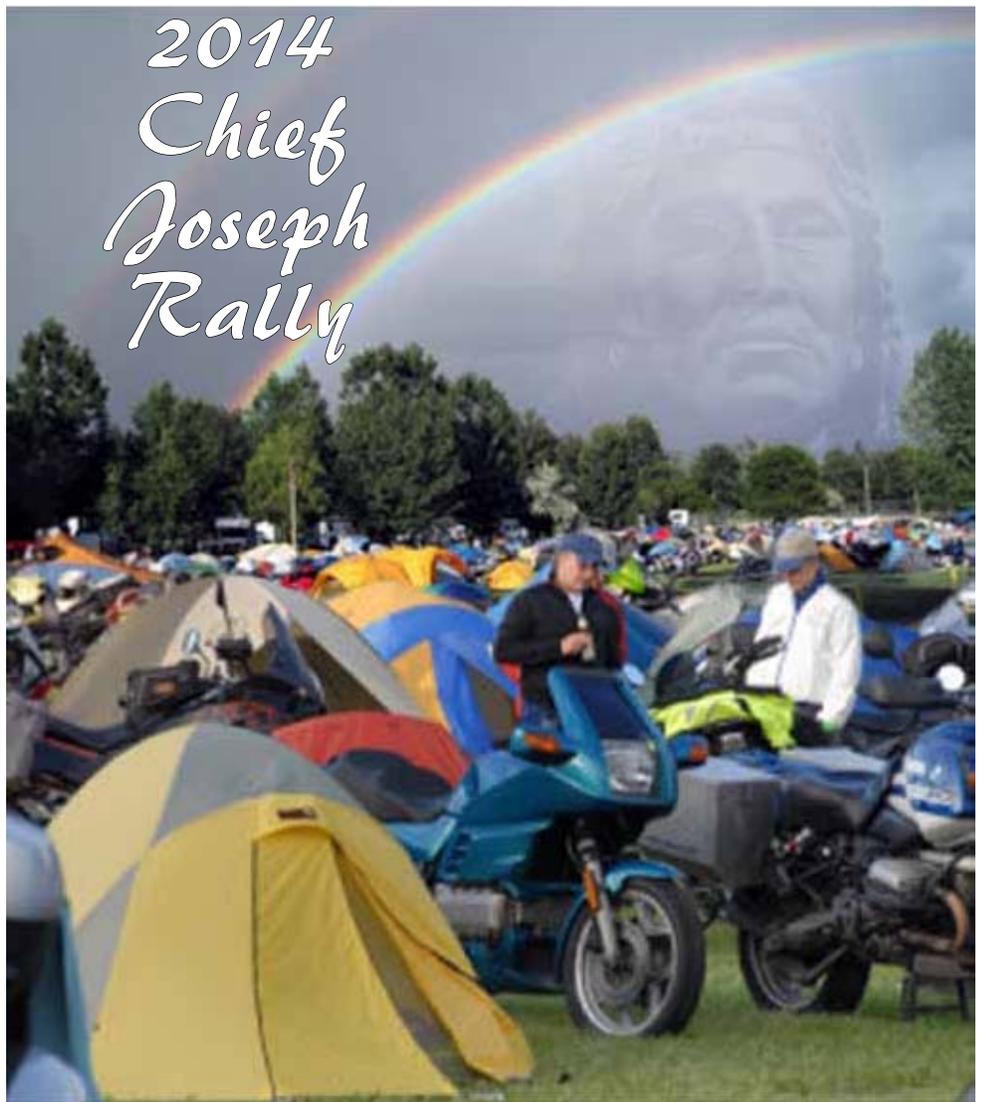
Many motorcycle brands were displayed: BMW, Honda, Harley Davidson, Suzuki, Ural, Royal Enfield, Victory, Yamaha and electric motorcycles were on display. The Harley people even had a running bike set up on rollers with lots of fans set around the

bike to keep the air moving. You could hear the distinctive “Harley” sound through factory pipes as the riders rolled on the throttle and shifted through the gears. There was even a new Norton bike displayed (above). Clarence tried out a few of the ‘dressers’: a Yamaha and the BMW K16LT. The Beemer salesman told him he was in denial about wanting a new bike, despite his protests to the contrary. For my part there is no denial that I want a new bike. (below).



After four hours of walking around, conversations, and stimulus overload—not to mention the variety of eye candy (animate and inanimate)—it was time to leave. Back on the bus the party had already started: beer, wine and cheese, and the boisterous conversations that occur when fatigued and libations have begun. The usual stories of bikes, crashes, the best bike, the worst bike ever owned, and misspent if very lucky in youth, were told. By the time we crossed the bridge into Oregon, all had settled into the mood of a trip soon to be over. One could say that once you’ve seen a motorcycle show, you’ve seen them all. Part of that is true, but it is the journey

not the destination that is the best part. Thanks once again to Jay Bennett for his efforts.



Chief Joseph Rally June 12–15, 2014

If you have been a member of the BMWRO for any length of time, you may have come to recognize the above photo (taken by Ed Barton and photo-enhanced by the editor of the *BEEMER BEAT*) and know that the club is preparing for this amazing rally, held at the Grant County Fairgrounds in John Day, Oregon. This is the big fund-raiser that the club does each year in June and it takes many hands to make light the work that is involved. Ergo, this is a call for volunteers.

The thing about volunteering is you get to meet old friends, make new ones and help create a successful outcome—both for the participants of the rally and for the club. New volunteers will

get to work alongside experienced volunteers and the learning is not so difficult. Rally goers will be oblivious to the significant time and effort put in by the club members that work behind the scenes, and that is how it should be. But the Club will be ever so grateful and there might even be a free rally hat for your participation.

Contact Clarence Story—the main Dude Organizer for the Rally—and let him know you want to participate. If you haven’t met Clarence, I think you will find him to be charming and delightful. Clarence can be reached at BMWRO.rallymaster@gmail.com or at 541-525-5315.

~the editor



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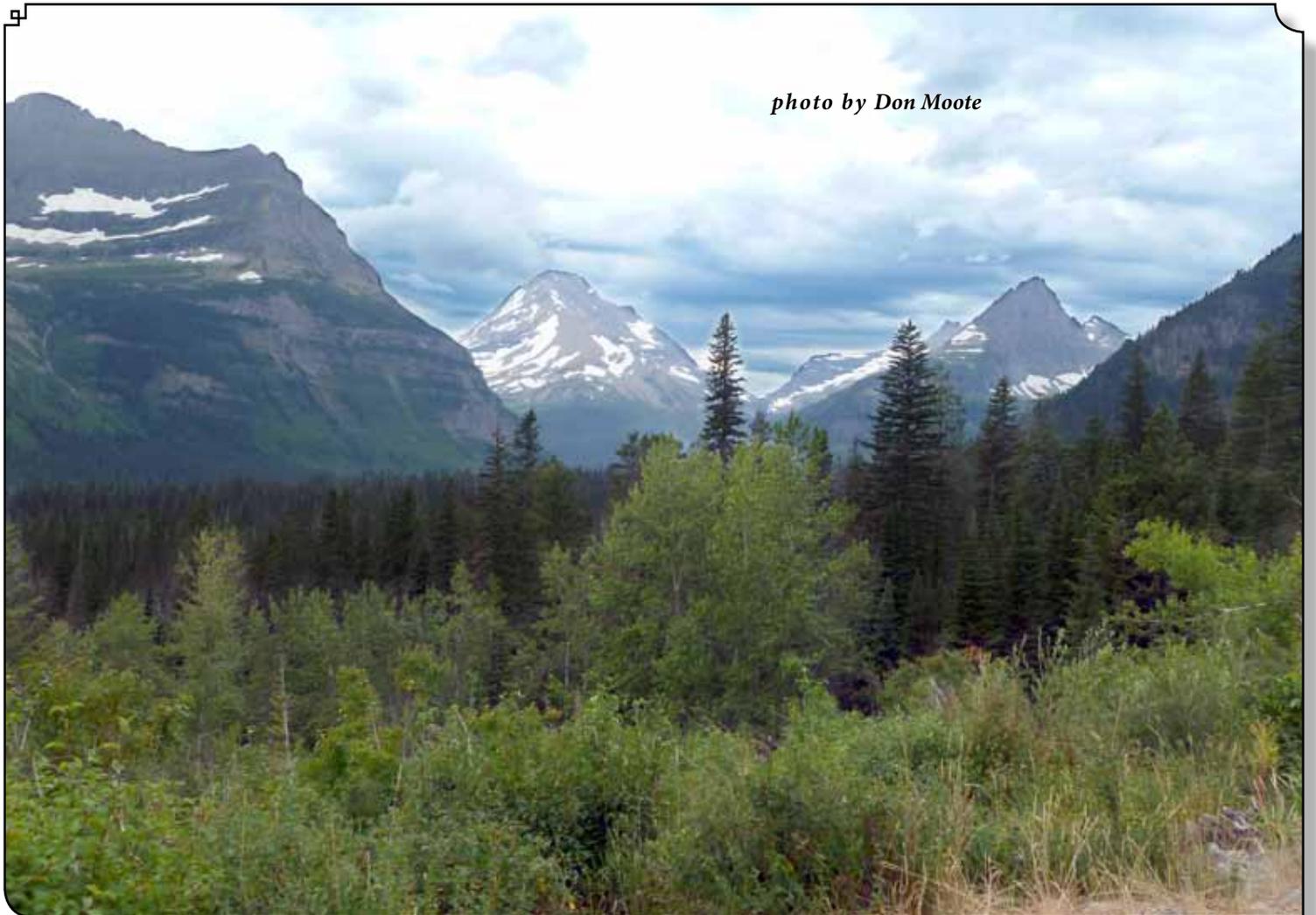


photo by Don Moote