



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



February, 2018

Volume 42, Issue #2

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



**Hand of the Desert in the middle of the Atacama desert.
Jalene Case & Keith Matteson: South on a Bike**

photo by Anon O. Muss

Meeting Minutes

See page 9.

Give Me A "Brake" Part II - Pads!

See pages 4-5.

A Winter Ride in Farm Country

See pages 12-14.



BMWRO

Coming Events



Club Sanctioned Events

- Event:** **Mr. Ed's Moto 14th Annual Winter Tour Show**
Date/Time: Saturday, Feb. 24, 2018: **Save the Date!**
Doors Open at 6:00 pm
Show Starts at 6:30 pm
Place: Premier Motogear, 414 Queen Ave SW, Albany, OR
Description: Jalene Case and Keith Matteson left their home in Newport, Oregon on August 10, 2015 and rode their motorcycles to Ushuaia, Argentina—see poster on page 7.
www.southonabike.com
Note: This is a free event, but space is limited. Refreshments will be served. **Space is limited - Please RSVP to Deb Weber**
Contact: Deb Weber, **541-926-2107** or email: premiermotogear@comcast.net
- Event:** **Walton Lake Campout**
Date/Time: Sept 7th 2 pm to Sept 9th 1pm
Place: Walton Lake Campground Large Group Campsite, Ochoco National Forest
Description: details to follow in future issues of the *BEEMER BEAT*
Contact: Alice LeBarron **541-647-7194**
alicelebarron@hotmail.com
- Event:** **Women Riders Campout**
Date/Time: September 14–16, 2018
Place: Cape Perpetua Campground Group Campsite
Description: details to follow in future issues of the *BEEMER BEAT*
Contact: Alice LeBarron alicelebarron@hotmail.com **541-647-7194** and
Jalene Case jaleneccase@gmail.com **541-272-2337**

Heard-On-The-Road

- Event:** **Bob Marley's Birthday Celebration**
Date/Time: February 4, 2018, 11:45 a.m.
Place: Fort Hoskins Park, Hoskins, OR
Description: See page 3 for full details and directions
Contact: Roger Paquette mrgsa02@hotmail.com

Recurring Events

- Event:** **Central Oregon 2nd Saturday**
Date/Time: Second Saturday of each month
Location: Various ride and lunch locations in the Central Oregon Region.
Contact: Alice LeBarron **541-647-7194**
alicelebarron@hotmail.com
Gary Stead **541-593-7461**
garystead67@gmail.com
- Event:** **Central Western Region 1st Saturday Ambassador Ride**
Date/Time: Various dates and times. See the event calendar on the web site for more information.
Location: European Motorcycles of Western Oregon
Description: Various routes.
Contact: Dan Russell, **541-221-0990** or danrussell@gmail.com
Jim Breen, **541-912-4500** or jpbmOR@aol.com or
- Event:** **Southern Oregon 1st Saturday**
Date/Time: First Saturday of each month
Location: Various lunch/breakfast and ride locations for southern Oregon members.
Contact: Dan Hall, dnehall@frontier.com
Mark Collier **541-499-1395**
mcollier5895@gmail.com
- Event:** **NW Oregon 1st Saturday Ride**
Date/Time: First Saturday of each month
Location: Various breakfast and ride locations in the Northwest Oregon Region.
Description: Finding the twisties and connecting with our membership for grins and food sharing.
Contact: David Peterson **503-327-5592**
dwpeterson01@yahoo.com
Mike Ripley **503-789-2966**
gobeezer@live.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

Opportunity Knocks

Occasionally, things come to the attention of the BMWRO Executive Committee that we feel may be of interest to our members. The items that we share here are not endorsed by BMWRO.

Tour Greece

John Kapelakis, a partner of MotoGreece, a motorcycle tour and rental company in Athens, Greece has written to offer the following to members of BMWRO:

We provide BMW motorcycle rentals and we also organize tours in our beautiful country. Members of your club who would like to have a memorable motorcycling vacation in Greece, will receive a 10% discount on our rentals! The same discount will be applied to the price of any tour, as long as there is a group booking a tour! Keep in mind that while there is a selection of guided tours presented on our website, we can also prepare and run any road trip upon request, tailored to your preferences. We take pride in the quality of our services and the attention to detail, as well as the personal touch with our clients."

You can visit their website to learn more:

<https://motogreece.gr>

Tour Australia

BMWRO also received this about an Australian adventure tour:

To celebrate its 20th Anniversary, the French **T3 Adventures Agency**—created in Australia—is launching a major event in 2018 **The GS DUNDEE**—designed especially for BMW Owners who are ready to experiment the Outback forever. The best definition of this trip would be, come along to share your passion with us, make friends, have fun and we promise you we will always keep those golden memories and the intensity of feelings and emotions.

The Dates: You have either the option to travel to the **North** (7400km 14 Oct–11 Nov), to the **South** up to Tasmania (6300km 18 Nov–16 Dec) or both. No more than 20 teams each.

The Price:

To the North: 29-day pkg for the pilot. 11 500€

To the South: 29-day pkg for the pilot. 11 500€

Package fret+your motorcycle 1200GS: 2 700€

Additional passenger: 3 900€

Single room: 1400€

You can check out their website at:

<https://t3.fr/voyages/dundee-2/>

Contact: Isabelle Humbert, Independent Road Trip Motorcycle Consultant, T3 Agency France
T 33 617960339

Bob Marley's Birthday Celebration February 04, 2018

Bob Marley 02/06/1945

Need a Sunday Ride Destination?



Sunday February 04, 2018 @
11:45 AM. Gather and Celebrate Bob Marley's Birthday
@ Ft Hoskins Park, Hoskins OR.

This is Year FOURTEEN! It's a lot of fun!

This is a NO HOST EVENT. [That means, NO HOST, No Rules, No Formal Invitation. You assume ALL personal RISK]!!!!

Riders bring their own food, drink, utensils, plates, cup, garbage bag and music to participate.

On Site: Covered Pavilion, picnic tables, charcoal grill to prepare your celebratory dinner. If you want to share, bring something everyone will enjoy!

Directions: Head west from Corvallis on HWY 20. Go through Philomath and stay right onto Hwy 20 for few miles. Turn North onto Hwy 223 @ Wren, OR. Hwy 223 goes to Kings Valley and Dallas OR. Go NORTH SIX [6] miles. Turn Left to Hoskins. There is Fire Station opposite the turn. Fort Hoskins Sign is about a 1/4 mile after the turn. Go about a mile to Park Entrance on the Right. Use first gear at Park Entrance! It's paved but steep with a sharp RH turn almost immediately. Once past that, you'll come to a car park at hill top. You'll see the revelers and Pavilion. GPS 44.675397 123.4542703

This is a newer Benton County Park. Ft Hoskins was sited there from 1856 to 1866.

Hope to see you there!

Disclaimer: NO HOST, NO RULES. By Attending, you participate voluntarily and assume all personal risk.

BMWRO President's Message

by Bob Metzger



Give Me A "Brake" Part II - Pads!

As you will recall, last month we spent some time considering brake fluids. We also discussed that, with a bit of knowledge and patience, it is quite easy to change fluids periodically to ensure that there is no water in the brake fluid. As little as 3.7% water can impact braking performance.

This month we are going to consider brake pads. We expect a great deal out of these little modern marvels. Their job is to clamp against the spinning rotors on our machines, where they convert the kinetic energy of the spinning rotor into heat energy. Heat must be removed. That is done by other brake components such as rotors, pads and calipers "absorbing" the heat and then transferring it to the air.

Brake pads are made of a variety of materials, all of which are friction surfaces. That is, surfaces that can stand up to the high heat of braking. These friction

materials are bonded by heat and pressure to a steel back plate. The friction materials take on a variety of "flavors" and each type has its benefits and drawbacks.

Brake pad materials fall into four main categories:

- 1) sintered,
- 2) organic,
- 3) semi-sintered, and
- 4) ceramic composites. Let's take a cursory look at each type.

Sintered Brake Pads

Sintered brake pads are made by fusing metallic particles together under high heat and pressure. These pads perform well under a range of wet and dry conditions. Sintered pads produce very little dust and perform well in all types of terrain. They are wear resistant and are stable over a wide temperature range. Sounds great. Any problems? Well yes, they tend to produce more rotor wear. Nonetheless, sintered pads are used on the vast majority of motorcycles as original equipment provided by the manufacturer (OEM).

Organic Brake Pads

Organic pads are constructed using both metallic and nonmetallic particles. Typically a polymer resin is used to hold the particles together and bond them to the metallic backing plate. Because they are softer than the sintered brake pad, they don't produce much wear on the rotors. Braking characteristic is smooth and controlled. Often Kevlar and carbon are used in the construction of organic pads. Unfortunately, while organic pads carry the benefit of low heat generation, they don't wear as long as sintered pads. Organic pads are best used in high heat environments, such as racing.

Semi-sintered Brake Pads

Some contend that semi-sintered brake pads offer the best choice. These pads are a combination of sintered and organic pads. As such, they provide low dust, low rotor wear and good brake feel at any operating temperature.

Ceramic Brake Pads

Ceramic brake pads have the benefit of producing low heat, and very low heat transfer to the rest of the brake system. These pads are made from ceramic fibers and metal filaments bonded together at high temperatures. They offer low heat generation and transfer with low dust. Due to their construction they don't resonate. This makes them smooth and immune to squealing.

How To Choose The Right Pads

When selecting brake pads, do your research. A few general rules of thumb are in order. Smaller light duty motorcycles ridden at moderate speeds can use organic pads that are more than capable of replacing sintered pads. If you ride a heavier motorcycle and travel at faster speeds you may wish to move to semi-sintered, or sintered brake pads. Many manufactures offer a variety of pads within each category that are tailored for

specific uses such as heavy braking environments such as heavy street, track, and race use. While some "specialty" pads are great on the track, they are not suited for street use because they offer too much grip for daily use. As always, check your motorcycle owners manual. If you are uncertain, go with what works and that is usually the OEM recommended part.

Can I Do It Myself?

If you have a modicum of mechanical skills the answer is, "yes". I like to change my pads when I flush out my old brake fluid, regardless of the remaining life of the pad (typically every 1.5 – 2 years). Brake pads should be visually inspected on a regular basis. If the inner friction material is worn down to 1/8 inch and wear indicators are no longer visible, it's time to replace the pads. Again, arm yourself with knowledge, do your research, and ask a knowledgeable friend to help out. Often times, pads can be replaced



by simply gently pressing back the caliper pistons, removing a retaining pin/clips, slip out the old and slip in the new pads. If you do find you must remove the caliper, make certain to torque everything back to specs. Clean up the rotors with brake cleaner. Lastly, make certain you pump both brake levers to firmly seat the pads to the caliper before your test ride. "Bed-in" the new pads with a routine, light application on the brakes for the first two hundred miles.

Next month we will explore some of the top myths surrounding motorcycling.

Until next time, safe journeys,

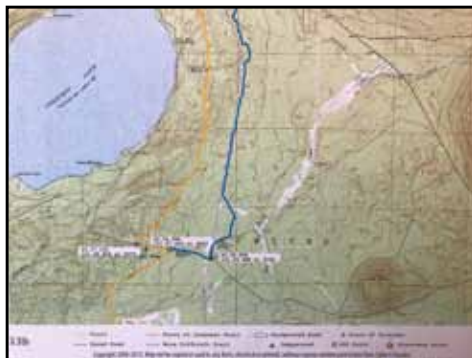
Bob



Oregon Back Country Discovery Maps Available

from Bob Metzger

At this time of the year, most of our big epic trips have come to a close. Hopefully, we carry fond memories forward as we eagerly begin planning our motorcycle trips for 2018.



Earlier this year, Milt (Butch) Farrand donated—to the BMW Riders of Oregon club—the entire series of the **Oregon Back Country Discovery** topographic route maps. **Thank you Butch!**

Since our membership is spread across 98,466 square miles—known as the State of Oregon, and beyond—it is hard to find a central location where everyone can access these map volumes. Therefore,

I am the default custodian. If you wish to borrow them, I will happily loan them to you via USPS.

Simply contact me, I will give you my PayPal account number and you can drop the round trip postage into my account. If you don't have a PayPal account, you can still contact me and we can work out a hand-off at a mutually agreeable time and place.

Journey on!



NEW MEMBERS

Motorcycle

Kurt Miller, Bend, OR 2016 BMW R1200RT &
..... 2014 BMW G650 GS Sertao
William Hedges, McMinnville, OR 2003 BMW 650 Dakar
Charles Trapp, Forest Grove, OR 2014 BMW R1200 GSA
Greg Vollmer, Corvallis, OR 1991 K75RT

Steve Neet, Eagle Point, OR 2013 BMW R1200R
Our apologies for misprinting Steve as living in Eugene in the January issue of the **BEEMER BEAT**.

Bylaws, Policies & Guidelines

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

FIND THE BMWRO NEW MEMBER APPLICATION FORM ONLINE:

[HTTP://BMWRO.ORG](http://BMWRO.ORG)

BMWRO Club Officials

President:

Robert Metzger, (608-642-1186)
bmwro.pres@gmail.com

Vice President:

Chris Henry, (541-915-4616)
bmwro.vp@gmail.com

Secretary:

Alice LeBarron, (541-647-7194)
bmwro.secretary@gmail.com

Treasurer:

Steven Polansky, (917-273-1179)
bmwro.treasurer@gmail.com

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bmwro.web@gmail.com

Club Liaison

Doug Tewksbury
bmwro.news@gmail.com

Activities

Chris Henry, (541-915-4616)
bmwro.vp@gmail.com

Ambassador Program Welcomes New Members

Ambassadors for the Four Regions are:

Central Western Region

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

Dan Russell—541-221-0990

danrussell@gmail.com

Jim Breen—541-912-4500

jpbior@aol.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).

Alice LeBarron—541-647-7194

alicelebarron@hotmail.com

Gary Stead —541-647-0135

garystead67@gmail.com

Southern Region

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

Dan Hall—541-862-7411

dnehall@frontier.com

Mark Collier—541-499-1395

mcollier5895@gmail.com

Northwest Region

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

David W. Peterson—503-327-5592

dwpeterson01@yahoo.com & www.wfodave.smugmug.com

Michael Ripley—503-648-0578

gobeezer@live.com

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

BMW Riders of Oregon and Mr. Ed's Moto **present:**

THE 14TH ANNUAL WINTER TOUR SHOW

Jalene Case and Keith Matteson left their home in Newport, Oregon on August 10, 2015 and rode their motorcycles to Ushuaia, Argentina—the southernmost city in the world. By the time they moved back into their Newport home, it was July 2017 and they had ridden 42,000 miles. Jalene will share how her experiences have led her to taking an “open your heart, open your throttle” approach to living. Keith will take you along on the ride through video, photos, and stories of their epic adventure. Learn more about their trip here: www.southonabike.com

Doors Open at 6 PM

Show Starts at 6:30pm

Refreshments will be served.

This is a **free** event, but space is limited, so mark it on your calendar and **RSVP to:**

Deb Weber: **541-926-2107** or email premiermotogear@comcast.net to reserve a seat.



SATURDAY, FEBRUARY 24, 2018

Location

Please RSVP!

Premier Motogear, 414 Queen Ave SW, Albany, Oregon
<http://www.mredsmoto.com/map.htm>



EXPERIENCE THE JOURNEY

The BMW Motorcycle Owners of America invites you to join us for our 46th Annual National Rally next July in Des Moines, Iowa. Enjoy nightly entertainment, more than 100 vendors, daily door prizes, BMW demo rides, seminars, huge grand prizes and a host of craft breweries. Iowa boasts beautiful rally grounds and some of the friendliest people you'll ever meet!

ACCOMMODATIONS

For a list of Hotels and Bed & Breakfast accommodations, please visit www.bmwmoa.org/rally18hotels

QUESTIONS?

Contact Brian Hinton, Lee Harrelson or Deb Gasque at: 2018rallychairs@bmwmoa.org

**BMW Club
Motorcycle Owners
of America**



July 12 - 15, 2018
Iowa State Fairgrounds



EXPERIENCE THE JOURNEY

Register online at:
www.bmwmoa.org/rally18

EXPERIENCE THE JOURNEY

Register online at:
www.bmwmoa.org/rally18



**Presidents
Day**

BMWRO Quarterly Membership Meeting

Cascade Grill-Albany, Oregon

January 27, 2018

Attending: 32 members

Delicious lunch and meeting facilities were hosted by Bill & Deborah Habel.

After lunch and group introductions, the meeting was called to order by our President Bob Metzger.

Steve Polansky gave the Treasurer's report. We currently have a cash balance of \$35,900, which has increased over the past 2 years. Steve informed us that the club dues basically cover administrative costs with website and credit card fees. Our cash balance is largely due to the annual Chief Joseph Rally.

Chris Henry gave the Vice President's report—reminding us that our primary purpose is a social club—he listed the club events currently posted on the BMWRO calendar, which are still in the planning stages; and he also listed other events scheduled in the Pacific NW. He spoke briefly about the club's financial support for events and is encouraging anyone wishing to host an event to contact him or any of the Executive Committee.

Chris reported that he is currently working on soliciting door prizes for the Chief Joseph Rally.

Alice LeBarron gave the Secretary/Membership Director report. Currently, we have 302 primary members—which includes 123 members whose membership has not yet been renewed since it expired 12/31/17. Additionally, we have four Lifetime memberships. By regions, the NW region has 101 members, the CW region has 83 members, the Southern region has 45 members, the Central and NE region has 45 members, and we have 29 outlying members. All current members are encouraged to remind fellow riders to renew their memberships or join the BMWRO to support the club.



New Business

Members were informed that later this year, we will be electing president and secretary, so this is something to keep in mind. Nominations for these offices will be held at the Quarterly Membership Meeting which will be held at the Walton Lake Campout, September 7–9, 2018.

Alice reviewed the proposed changes to the BMWRO By-Laws, which were presented at the meeting in November and were published in the December issue of the BEEMER BEAT. Discussion ensued, followed by voting. The proposed changes were passed unanimously.

Scot Lamper presented the Golden Rider Award to Clarence Story. Clarence was nominated for this award by Forest for his 3 Flags Ride, chronicled in the January, 2018 BEEMER BEAT. Most notable were the number of trips to Denny's restaurants during this adventure. The Golden Rider plaque will be engraved with Clarence's name and will be on display at the Chief Joseph Rally.

Bob Metzger gave the President's report. He is heading a committee of volunteers who are currently planning the rally. Plans are going well for the 2018 CJR, to be held June 29 to July 1, 2018 in John Day, Oregon.

Bob asked for members to consider possible candidates for the club's annual charity contribution; we will be considering candidates after the third quarter meeting. Candidates should be non-profits, preferably in the John Day area.

Recognition was given to our club founders, Sam & Karen Olsen, who were present for the meeting.

Bob Metzger led us in a game of BMW Trivial Pursuit. Afterward, drawings were held for door prizes. Rok Straps were won by Steve Polansky, Jim Groat, David Morganstern, and Skip Gosser. Jiffy Pop Popcorn was won by Mike Moshofsky, Barbara Mitchell, and Linda Tewksbury.

The meeting was then adjourned.

Respectfully submitted,

Alice LeBarron
Secretary, BMW Riders of Oregon



From The Editor's Pen



by Forest McGregor,
BEEMER BEAT Editor

The first time I saw myself wearing a motorcycle helmet—a good one—I was a bit mortified by how huge my head looked in a mirror. That, and my chubby cheeks were smooshed up and forward creating a pinched look around my nostrils. I was clearly going to have to give up my attachment to *looking-good* if I was going to ride a motorcycle.

Naturally, I am amazed at other women riders who manage to make all that gear look sexy. Being a rider of the female persuasion—which is to say, I am female—I found myself a bit fascinated with other women riders. It was a connection where I could relate to, and mutual share stories of, motorcycling with my own “species”. It was like we were breaking into an all male dominated sport and it felt like we were pretenders within their group. However, by grouping up as women riders, we found our *niche*.

For many years, the BMWRO club has not considered the Women Riders Campout to be “club sanctioned”—although, this may have changed. This is because any group that excludes another part of the group is... well, a sub-group or sub-culture of the group. A member once said to me that “if the men in the club decided to have a men only campout, there would be cries of discrimination from the women in the club”. I get it—reverse discrimination is not sanctioned. What’s the big deal about being club sanctioned? It’s about the club spending treasury dollars for some portion of the event one is hosting. This might be the cost of a group campsite or hosted dinner for the attendees, or both.

Nevertheless, the BMWRO women riders planned and met as a sub-group/sub-culture, year after year for this



campout—which is about women who own and ride a motorcycle and not so much for those who ride as a passenger (*not that there’s anything wrong with it*). It’s also about women supporting other women who have chosen this otherwise male-dominated sport.

I am no longer a motorcycle-owning woman; however, because I have been an owner/rider in my past, the BMWRO Women Riders have invited me to attend their annual campout. The last one I attended was in August, 2015. It was the 3rd annual Women Riders Campout: gathering at Kiahanie campground, north of Westfir on the Aufderheide Forest Drive.

Since I would be arriving on four wheels, I packed my pickup truck bed with all the necessary camping items—including supplies for my dog, Ragnar. I put an extra ice-chest in—the only item Alice LeBarron requested that I bring for keeping canned beverages cold. I put in a propane heater, called the “Little Buddy”—campfires would not be permitted due to wild fires being fought nearby and throughout the state of Oregon—and a propane camp stove for preparing my own meals. When one is camping with a dog, one does not follow the women riders to a restaurant for breakfast—not if one’s dog has abandonment issues. I packed my plastic dish washing basins (two in all) and dish-drying rack. I travel like I plan to stay.

I stopped to fill the extra ice chest just before the final seven mile drive to the campground and arrived around 3:00 pm Friday afternoon. I circled

through the campground twice, as I could find no motorcycles in any of the sites. I was starting to worry that I’d gotten the directions wrong and that I would be camping alone this night. I picked a spot near the stream and started scouting around for signs of motorcycling women. Sneaking into the adjacent campsite—which appeared to be occupied except for its tenants—I looked for clues. The only clear sign of habitation I found was a pile of alcoholic beverage cans and bottles on the ground. That, and several tiny tents and tiny chairs scattered loosely about site. It turned out to be the place the group had selected the night before; but everyone was currently off on a ride.

When the sound of moto engines entered the campground, I breathed a sign of relief, opened a beer and lit up a cigarette. The bikes rolled into the campsite and soon I had assistance helping me to erect my tent where I chose to remain in the adjacent site.

Robin Dunn, Carol Lamper, Alice LeBarron, Kris Jacobson, Liz Jones, Kim Muggoch and her friend, Angie Brinkman-Vanderpool, were settling into camp when I brought out the ice chest complete with ice. Alice then told me that they didn’t really need it; they were cooling their drinks in the stream. Well, I left it out there for anyone to use if they chose. None did.

Before it got too dark, I fed Ragnar and then set a glass jar of my hand-canned, all-meat chili in a pan of water (double boiler) and set it on the camp stove to warm up. Ragnar and I went to visit with the adjacent campers—I’m talking about the women riders! When I returned to my own camp site,

the water had all boiled out of the pan and the glass jar had shattered. I admit that I freaked a bit at that point; but soon decided that I could still eat that chili if I was very careful about removing the bits of glass. I set about doing just that. Ragnar was very interested in the meaty smells of the mess and I briefly considered feeding some of this to my dog (dogs are good at cleaning up food messes) and then recoiled in horror. I might choose to eat glass, but I wouldn't chose to feed it to my dog!

After cleaning up and eating a meal of glass fragments, I went to visit with the other women. They were well into their cups (which means, they were intoxicated) and I may have been as well. Two members of the group were engaged in a secret-sister-school ritual—about which I have been instructed *not* to speak by one of the two sister-school mates. While I wish I could tell you that it was on the order of the *Masons* or *Illuminati*, it was not. However, I can say that the pile of wine bottles and beer cans—which I first found in their campsite—was part of the ritual. The following day I would presume to clean up the trash for recycling—placing aluminium cans in one bag and glass bottles in another. But then I was instructed to leave the trash on the ground where I found it until the weekend was over and that they would pick it all up and let me schlepp it home in my truck for recycling. I guess this was my fault for crossing boundaries. As the saying goes, you can pick up your friends and you can pick up your trash, but you can't pick up your friend's trash.* Some day I'll develop boundaries!



Saturday morning was very cold with temperatures in the forties and a wind chill factor that was just wicked. Someone in the group said that they wished we could have a fire and I remembered that I'd brought the Little Buddy propane heater. With my usual difficulty in word-finding, I said, "I brought fire!" Then I was told, "Forest, we can't have a fire." The tone of voice was that of an adult to a child who just does not understand.

"No, no," I said, and stumbling I repeated, "I brought fire; I mean, a fire device" to which I was again told, "Forest, we cannot have a fire,"—the voice was still adult-patient, but now spoken as to a stupid child. Frustrated, I dashed back to my camp site and retrieved the propane heater and several canisters of unused propane. Everyone was impressed. Yay! ~

Then I tried to light it. My hands were really cold and they don't have the strength they once had. The idea was to hold a button on one side of the contraption—which sparked a pilot light—for 30 seconds, after which the heating component would do its thing and put out a bit of heat. After several failed attempts, I asked for help.

Kris quickly snatched the thing out of my hands—apparently frustrated with my lame attempts—and made several failed attempts of her own before determining that the propane canister attached to said device must be empty or malfunctioning. She hooked up a new, fresh canister and still it failed to ignite the heating surface after multiple attempts.

Kris said, "I'm going to throw this stupid thing in the river," but she didn't. She continued to swap out canisters and after a third time in which she threatened to throw the thing down stream, I started to become a bit alarmed. In apology, I said that the thing is kind of finicky; but, it does work! It just works best in a warm, dry environment like... inside the house. Kris repeated her intentions to pitch it in the river.

Saturday night involved cooking—in the group campsite—a meal of salad, spaghetti and a killer sauce made by Carol. This is where I got to

shine like a hero with my propane camp stove contribution. The sauce making proved to be a real mess maker, and my brand new camp stove was covered in red tomato goo, which dried quickly into a resistant stain. It's the price one pays to be a hero.

While the group was chatting up stories in the dark after the meal, I moved in to do the clean up: boiling hot water for dish washing and setting out soap, sponge and dish rack. It wasn't until I had my hands in the warm, soapy water that the women riders gathered around the picnic table with make-shift dish washing station to pushed me out of the way so as to take over the washing of dishes. I stood back in the dark—holding a flashlight on the area of women at work, taking a smoke, sipping on a beer and languishing in their praise: they were impressed that I had brought a dish drying rack and dish towels to boot. I let them have all the fun—it's what heros do.

When Sunday morning arrived, it was less cold than Saturday morning had been. Riders, who had long distances to travel, broke camp quickly and hit the road. My memory on this may be wrong, but I think it was Kris, Kim, Angie and Alice who stayed to help me reload my truck for travel—very kind as they would not leave one behind while all others split for home.

I had already schlepped the unused extra ice chest, the Little Blunder propane heater and Ragnar's things from the group campsite back to my own; and had piled most everything from the truck onto the picnic table—this so I could sweep the bed of the truck and prepare to reload it in my precise Virgo way. While I appreciated the offer for help in the process of reloading my truck, I declined the offer. Some people! Sheesh. You can pick your friends and you can pack your truck, but you can't pack your friend's truck.* Don't these people have any boundaries?!

*Original saying: "you can pick your friends and you can pick your nose, but you can't pick your friend's nose".

A Winter Ride in Farm Country NW Ambassadors Ride Report – January 2018

David Peterson #90113

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Ah...what a difference a year makes. Last year, we peered out the window at gray skies and subzero temps, wondering what to do. Just then, the snow began to fall making the decision for us. Two weeks and ten inches later, it was clear that cancelling the January ride was all we could do.

New year, different story. Dry roads, temps pushing 50, left us hankering for a ride. We weren't alone. We put out the call and received a small number of cautious commitments. But when we arrived at the shop, the assault rivaled the beaches of Normandy. A lot of familiar faces rolled in, including **Steven Polansky, Frank Boyle, Cliff Dunn, Tom Jackson, James Kim, Dana White, Camron and Karen Rust, Steve Woodward, Jeff Yarnall, David Morganstern, Ric Holderbaum, and Chuck Mileur.** New (to us) rider, **Mitch Cooper,** rode down from Longview to join the party. Everybody was fired up to start the new year right! At zero hour, 18 riders on 16 motorcycles followed **Dave and Diane** out of the parking lot of Tigard BMW and onto southbound OR-217. **Neal Malagamba** and Mike again rose to the yeomen's challenge of keeping everyone on the straight and narrow.

You never know what to expect in January, so we kept our route on roads that were in the lowlands and (mostly) exposed to direct sunlight. Even so, our options were plentiful. We hopped on I-5 to jet



Motoring along the Newberg-Dundee Bypass.

Photo by Diane Peterson

out of suburbia, quickly exiting as soon as we departed Wilsonville and crossed the Willamette River. Waiting there to join the procession was **Greg Straub**, whom we hadn't seen in over a year!

We headed west, surprisingly, still in Clackamas County despite crossing the river. Near Butteville, the route turned south into the open farmland and nurseries of Marion County. It's no small wonder that the county has the highest value of agricultural production in all of Oregon. We rode among the rows of hops along Bents Road, then crossed Fargo Road back up to Champoege Road, moving west and turning our route northward. We soon crossed the river again, our sights set on lunch in Forest Grove. But not before we toured a welcome change in local infrastructure.

Any of you who have found yourself in the Gordian knot that is Dundee traffic will be glad to know that the Newberg-Dundee Bypass has finally opened! How

do we know? Because the 5:30 am opening of the bypass on this first Saturday meant it was inevitable that we would try it! The opening is the first of three phases that are on someone's drawing board, but are years away from reality. Even though it's expressway, and only four miles at that, the bypass is a huge improvement over the previous route. Only time will tell if it relieves traffic as promised.

After a little backtracking in west Dundee, we broke into the countryside again. Worden Hill Road is one of the unsung gems of Yamhill County. Only recently fully paved from north to south, it has become the backbone of Dundee wine country—a beautiful 6-mile stretch linking OR-99 with OR-240—lots of fun curves and elevation changes.

Soon we were back in the flats again, zipping along Spring Hill Road along the west base of the Chehalem Mountains. It's amazing how the topography changes over such short distances. One minute

we're in Marion County where the country side is flat as can be in all directions. Fifteen minutes later we're in the Tualatin Valley where thousands of feet of elevation are separated by only tens of miles. And to be exploring it in January—just how lucky are we?

Although close to our lunch destination, we were having too much fun to stop. It was time for a detour—and nothing makes for a better side trip near Forest Grove than a lap around Hagg Lake. Henry Hagg Lake was created in 1974 to aid the farmers and residents of the Tualatin River basin. A lap around the lake is about thirteen miles and can be treacherous in cold wet weather, when shade dominates. Today was not one of those days.

It had been two hours without a break when we rolled into Forest Grove. Always on the prowl for something different, we were intrigued by the prospect of Peruvian food. **Yellow Llama** met all our expectations and then some.



Slicing through the fog on Worden Hill Road.

Photo by Diane Peterson

Tapas and empanadas are made fresh by hand, and the Peruvian stews and salads were delectable. Owner, Wilson Urteaga and his wife, Kelly, were both on hand to set a beautiful table for 19 (make that 21) people as local residents

Scot and Carol Lamper wandered over from their nearby home to join us. They had been there several times, and were impressed that we found this gem in their neighborhood. The Yellow Llama also featured an array of appealing drinks and apéritifs which we look forward to sampling another time.

The afternoon jaunt was short as we made our way back toward Portland. Everyone waved with gusto, appreciative of the good luck we had on the day. It's hard to draw any conclusions about what kind of year to expect after a dry day in January. But it's equally hard to mask our enthusiasm.

Check out photos from past First Saturday rides [here](#). And if you have photos of your own you want to share, don't hesitate to forward them to David at dwpeterson01@yahoo.com.

Total miles, January Ride: 138
Total First Saturday miles – 2018: 138

Yellow Llama –
 2036 Main Street, Forest Grove, OR
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Lunch for 21 at the Yellow Llama.

photo by Diane Peterson

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