



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



March, 2018

Volume 42, Issue #3

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



Bob Marley Birthday Celebration at Fort Hoskins

photo by Chris Henry

**Photos from Bob
Marley B-Day
Celebration**

see page 9 of this issue.

**Come for the
Ride, Stay for the
Cinnamon Roll**

see page 12 of this issue.

**CW Region Ride
Report**

see page 10 of this issue.



BMWRO

Coming Events



Club Sanctioned Events

Event: **2018 Chief Joseph Rally**
Date/Time: Friday, June 29, 2018 to Sunday, July 1, 2018
Place: Grant County Fairgrounds
411 NW Bridge St., John Day, OR
Description: Join us at the Grant County Fairgrounds, nestled in the scenic Strawberry Mountains, John Day Oregon, for a weekend of terrific riding, seminars, food and fellowship. This historic city is located at the Junction of Hwys 395 and 26. Enjoy the West's best riding; gold and cattle country, refreshing mountain passes, painted hills, river canyons, and wide open desert. All this in one day's riding! Visit the John Day Fossil Beds National Monument or any of four different museums. Begin planning your trip now! Oregon is for Riders! Come to John Day and see what we mean!
Contact: Robert Metzger, **608-642-1186**
bmwro.pres@gmail.com

Event: **Sixes River Coastal Campout**
Date/Time: Friday, July 27, 2018, until
Sunday, July 29, 2018,
Place: Edson Creek Campground
Sites B & C, Port Orford, OR
Description: Bring your tent and sleeping bag to this beautiful grassy campground among tall trees. We'll cook the Saturday night dinner, you're on your own for the rest. Great paved and dual-sport riding in the area. Enjoy the warmth while getting out of the wind a little off the beach, about 10 miles inland from the ocean and highway 101. Cool off in Edson Creek, which bends around the big group campsite and has a nice little swimming' hole. Groceries and restaurants are about a 15 mile ride away in Port Orford. We did this in 2015, and had a wonderful relaxing weekend—come join us again!"
Cost: For members:\$5.00
For non-members:\$10.00
It is preferred that you register on-line.

Contact: Keith Matteson, MotoMatteson@gmail.com

Event: **Walton Lake Campout and Quarterly Meeting**
Date/Time: Friday, Sept. 7th at 2 pm
to Sunday Sept. 9th 1 pm
Registration ends September 4, 2018.
Place: Walton Lake Campground Large Group Site
Ochoco National Forest
Description: Primitive camping with fun paved and GS routes in the area. Nearest gas and supplies are 30

miles away in Prineville. Club will provide dinner on Saturday. All other meals are on your own. Quarterly Club Meeting will be held Saturday afternoon. We have the Large Group Campsite, which has more flat space for tents and is closer to the water supply than our last campout at Walton in 2016. See [campground website](#) for detailed directions to the site and for description of campground.

USFS places a limit on space for RV's and cars, so if you are planning to bring an RV or car, please contact Alice LeBarron prior to registering.

Cost: For members:\$5.00
For secondary members:\$5.00
For non-members:\$10.00

It is preferred that you register on-line. If you have a problem paying, on-line, contact Alice LeBarron to make other arrangements.

Contact: Alice LeBarron **541-647-7194**
bmwro.secretary@gmail.com

Event: **Women Riders Campout**
Date/Time: Friday Sept, 14th at 2 pm
to Sunday Sept. 16th at 1 pm
Registration ends September 10, 2018.
Place: Cape Perpetua Campground Group Site
Description: Primitive camping (no showers, but there is running water). Nearest gas and supplies are three miles away in Yachats. See [campground website](#) for detailed directions to the site and for description of campground. The group campsite has a large covered shelter, a fire pit, and a large grassy area for tents. There are nice hiking trails from the campground as well as good riding in the area. The Women Riders Campouts are typically low-key events with plenty of shared stories and ideas, as well as opportunities to learn from one another in a supportive environment. Food is typically shared or on your own. Due to limited parking, there will not be room to accommodate cars or RVs.

Motorcycles & Spyders only, please.

Cost: For members:\$5.00
For secondary members:\$5.00
For non-members:\$10.00

It is preferred that you register on-line. If you have a problem paying on-line, contact Alice LeBarron to make other arrangements.

Contact: Alice LeBarron **541-647-7194**
bmwro.secretary@gmail.com
Jalene Case **541-272-2337**
jalenecase@gmail.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 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
jpbior@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

Heard-On-The-Road

Event: **Celtic Rider Presentation**

Date/Time: Saturday, March 3, 2018, 5:00 pm until 6:00 pm

Place: European Motorcycles of Western Oregon
2891 W. 11th Ave, Eugene, OR

Description: Bob and Lindy Metzger will give a lively presentation of their 2017 motorcycle tour of Ireland. Please confirm your attendance with European Motorcycles of Western Oregon.
541-338-0269

Contact: Robert Metzger

In Memory of Doug Barbour Aug. 15, 1942 – Sept. 25, 2017

From Katrina Nielsen



On a sunny afternoon in early October of 2017, friends and family gathered to say good-bye to Doug Barbour. The space was not large enough for the number who came to celebrate his life. Doug will be missed by all who knew him. Born in Portland in 1942, his family lived down by the Willamette River and were known as "river rats." He graduated from Lincoln High in 1960.

He enlisted in the Navy and became a submariner. After that came working on a tug boat and a small car repair business before going to work for Georgia Pacific as a millwright. He and his brother raced Mini Coopers and had some success locally and around the region. Doug retired from Georgia Pacific in 2002, but he didn't stop wrenching. Although frequently asked to help guys with local race cars, he began to spend most of his time on his motorcycle hobby. He was a long time member of the BMWRO and the Airheads. He and his wife Dory rode two up to many of the BMW rallies around the Northwest. He and Dory managed the front gate for the Chief Joseph Rally in John Day for many years.

At Airhead Tech Days, Doug brought his considerable knowledge of the classic opposed twin and was there to help experienced owners and newbies alike—answering questions and assisting owners who wanted to learn to work on their own machines. He was a skilled rider and loved to give people pointers on how to improve their technique, whether they were ready to hear it or not.

Doug was married to Pat, with whom he had two sons, Matt and Dean. He had three grandchildren and three great grandchildren. He later married Dory and they lived in Sandy, OR. In addition to riding, rallies and wrenching, their retirement years included RV

camping, care-giving to aging parents (and rescued pets) and membership in the Columbia Gorge Model Railroad Club. He was in care home for the final few months when Dory could no longer manage taking care of him as his abilities and memory faded.

We'll miss you, Doug. Ride on.



BMWRO President's Message

by Bob Metzger

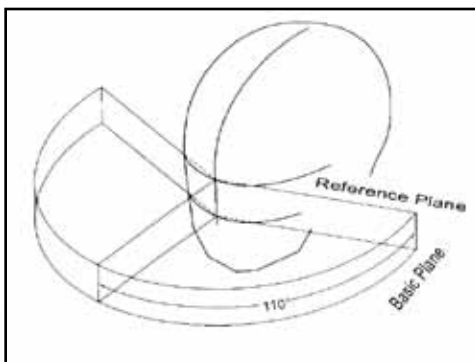


Motorcycle Myths That Live On, And On...

Try as we will, there are certain myths around the subject of motorcycling that just will not die. They live on and on and on. This month we are going to take a look at just a few of these myths. As an instructor, my students often pose these as questions in class. Usually, it is something they heard on the street from what they believed was a trusted source. So, let's dive in and take a look at just a few of my "favorite" myths.

Helmets Obstruct Your Vision

False. Whenever, I hear someone say this, I feel that I should confront them and ask, "why not just admit that what they really are offering is an excuse to exercise their right as an American to do something demonstrably stupid by not wearing a proper helmet". The best way to fabricate a myth is to spice it with a dash of truth. I will accept that if you are



not used to wearing a full-face or modular helmet, the initial feeling is one of mild claustrophobia. Let's look at the data.

Normal human peripheral vision is about 100°-110° on either side of the meridian of your nose. The Department of Transportation (DOT) specifies, "*The helmet shall provide peripheral vision clearance of at least 105 deg. to each side of the mid-sagittal plane...*" That mid-sagittal plane runs right up the middle of your nose! Bingo! So all helmets, that carry a DOT sticker on the back, match normal human peripheral vision. Lastly, peripheral vision cannot be obstructed if you are riding with good discipline and turning your head to look through the turns. Head turning for a motorcyclist gives us the best practice when it comes to: 1) directional control, 2) avoiding hazards, and 3) avoiding target fixation. Enough said!

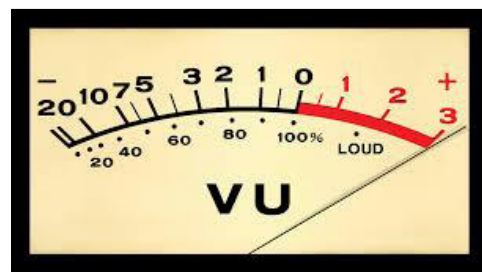
Loud Pipes Save Lives

Obviously false! But it's a catchy slogan. The aftermarket exhaust folks love it, and so do the T-shirt people. Nothing provides an ego extension to many bikers more than a custom paint job, gobs of chrome, and annoyingly loud exhaust sound. Once again, we hear the myths and half-truths. They usually go something like this. "A car was about to turn left in front of me, so I revved up my engine and he stopped." Never mind that what really happened was that the offending driver saw the dark

clothed rider at the last second. Do bikers who subscribe to this mentality really think that drivers hear a rumble and think, "Oh, there must be a motorcycle near by so I better give extra attention to the riders welfare." Yea, right! Just be honest and tell me it gives you a testosterone rush. Let's look at some strong anecdotal evidence and crash statistics.

Noise it turns out is a poor alternative to alerting people. Just ask any emergency response vehicle driver when motorists fail to yield. Recall the last time you were sitting at a light and heard the approach of an emergency response vehicle. Perhaps you had music playing or were in conversation. I'll bet that you were swiveling your head around big time trying to figure out where the sound was coming from long before you saw the lights. Humans get most of our information by visual cues. Wearing bright colors to communicate with other drivers is a far better alternative than noise.

The vast majority of motorcycle crashes happen in front of the rider, normally at intersections. The noise comes out the back of the motorcycle. Locomotives make a great rumble, yet every year people



walking the tracks get surprised, or killed, by trains approaching from behind. I would bet the number of crashes involving vehicles and motorcycles, loud vs. quiet, are about equal. The Hurt Report (1981) reported, "*The modified exhaust system was typical of many accident-involved motorcycles, and*

also typical of many motorcycles observed during exposure data collection. The modified exhaust is overrepresented in these data, but not with high significance." I win!

My last point. If loud pipes saved lives, every emergency response vehicle would lose the muffler, put a 180° bend in their exhaust pipes, and point their pipes forward under the front bumper.

I Had To Lay It Down... Dude!

Oh sweet Lord... where did this come from? Laying it down is crashing—plain and simple. But wow it sure sounds good and gives the crash-involved riders' myth an air of credibility, but falls flat in the face of reality. It places the blame for the crash elsewhere, instead of squarely on the shoulders of the motorcyclist where it belongs.



There is always, always, something you can do to avoid the vast majority of crashes. Adopt a *"that is"* attitude, instead of a *"what if"* attitude. *"That car is going to turn left across my path or travel."* *"That child is going to run into the street."* *"There is going to be deer on this stretch of road at this time of the day."* You get the idea. Be surprised when it doesn't happen, instead of when it does.

Most "lay-down" incidents can be avoided by increasing your situational awareness. Poor visibility, heavy traffic, poor road conditions, and acknowledging

your fatigue level is a good place to start when it comes to situational awareness. Increase your scanning ahead while keeping your head and eyes up. Maintain good space cushions and don't forget to have at least one escape route for when things go horribly wrong in front of you. You can reduce your reaction time by covering your brake and clutch levers. Finally, practice maximum straight line braking. Know what it takes to engage the ABS and what it feels like when you do. Learn how to use both brakes properly... dude!

As motorcyclists, let's always apply critical thinking to separate myth from reality. It saves lives.

Next month, we will explore top riding habits every motorcyclist should cultivate.

Roll on,

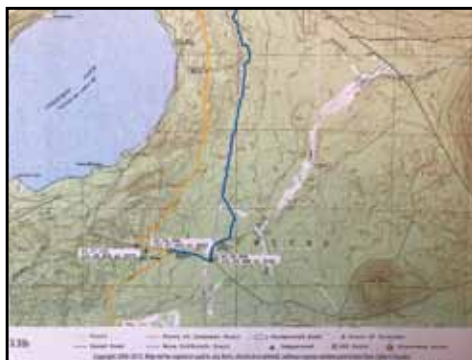
Bob



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.



Last 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

Dave Summers, Tualatin, OR 2017 BMW GSA,
..... 2015 KTM 690, 2012 Husky TE511
Jim Groat, Portland, OR 1997 BMW K1100LT
Bob Hoehn, Brownsville, OR 2003 BMW R1150RT
Tammy Tolbert, Gresham, OR 2017 BMW R1200RT
Jim Thornton, Independence, OR 2015 Triumph 800XRX
Christopher Smith, Richland, WA 2000 BMW K1200LT,
..... 2006 BMW R1200GS
Matt Longtin, Eugene, OR BMW R1200GSW
Ernest "Rett" Russell, Lake Oswego, OR 2017 BMW R1200GS
Richard Pine, Salem, OR 2003 BMW F650 CS

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, (541-642-1186)
bmwro.pres@gmail.com

Vice President:

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

Secretary:

Alice LeBarron, (541-647-7194)
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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

46th CASCADE COUNTRY RENDEZVOUS

ANOTHER DEER!
I HAD TO SHIFT GEARS
TO GET AROUND HIM



WASHINGTON STATE BMW RIDERS
July 2018 - Republic - Washington - USA



HUCANWEST

A scene from the HUCANWEST rally showing several motorcyclists and a support vehicle on a desert road. The motorcyclists are wearing gear and have panniers on their bikes. The support vehicle is a white van with a canopy.

INSPIRING, INFORMING
& CONNECTING
OVERLAND ADVENTURE
TRAVELLERS

NAKUSP BC
AUG 23-26 2018

TOURATECH

Horizons Unlimited Meetings are for everyone who dreams of adventure along the road less travelled. On 2, 3, or 4 wheels, it's where you take them that counts. Seasoned veteran or complete novice, join us...

...for informative technical workshops on everything from tires to GPS to border crossings, inspirational, amazing and often hilarious tales from the road, exhibitors, and time for discussions with other travellers.

Volunteer is Needed for Club Treasurer

from Roger Paquette

Our club needs a volunteer Treasurer. Since my email of February 5th requesting nominations for the office of club Treasurer, we've not received any responses. We need to fill this position **ASAP**. Linda Tewksbury finished her term as treasurer on December 31st and has graciously agreed to continue in this role until we can find her replacement. We do not want to abuse her generosity. Please seriously consider helping to keep this club active by volunteering for the role of treasurer. In this role, you would be collaborating as a member of the Executive Committee. Speaking from my personal experience, serving the club on the executive committee is an interesting and rewarding experience; the team works very well together. This is a great club, but it takes the work of volunteers to keep it great.

Please seriously consider volunteering for the position of club treasurer. You can read about the duties of the treasurer on our website. Log in, then click on Documents from the left-hand menu, select ExComm Position Descriptions, and then click on the document for Treasurer. If you are hesitant to step forward, please consider what it is that keeps you from volunteering to help out your club. If you've got some questions or concerns about the position, any of the executive committee members will be happy to discuss your concerns with you. Please respond by March 10th. Send responses to: bmwro.secretary@gmail.com.

Alice LeBarron
Secretary and Membership Director
BMW Riders of Oregon



**“Praying to the Airhead Gods!”
Jim Sims, on knees; Jay Bennett, Deny Schon,
Roger Paquette and Ann Sims**

photo by Dave Zuber



Roger Paquette

photo by Bruce Henriksen

BMWRO Club dues—for members wishing to retain their membership—are due at the beginning of the Calendar year. Please remember your continued support of the club helps provide funding for multiple events throughout the year including this monthly newsletter, web site, advertising, posting of items for sale, and so much more.

CW Region Co-Ambassador Ride Report – February 2018

by Dan Russell

Three new members from CW joined BMWRO. They are: **Bob Hoehn** (Brownsville), **Jim Thornton** (Independence), and **Matt Longtin** (Eugene). Matt, who just joined yesterday, will ride with us shortly; perhaps, as early as this coming Thursday. Bob and Jim already rode with us on CW's First Saturday Ride. What a nice ride it was!

What we didn't do in distance on this ride, we made up for in quality time spent learning some photography tips from fellow member, **Bruce Henriksen**. If you've spent any time on BMWRO's Facebook page, you have seen a sample of Bruce's expert photos.

We had eight bikes and nine riders take advantage of this unique opportunity. Members attending were: **Bruce Henriksen, Doug Tewksbury, Tim Hedges, Bob Hoehn, Jim Thornton**, and myself. Guests joining us were **Bob Hoehn's wife, Becky**; and, soon-to-be-members **Lisa Purcell** and **Michael Dowless** of Albany. Bruce shared some of his suggestions with us, and then we attempted to put them to practice at this photogenic site.



L-R: Bruce Henriksen, Doug Tewksbury, Lisa Purcell, Michael Dowless, Tim Hedges, Jim Thornton

photo by Dan Russell

Summary of Bruce's Tips:

1. Light is everything—Best light can be very brief (e.g. blue light after sunset is about four to six minutes long).
2. Use aperture priority majority of the time.
3. Fill the frame with your subject matter.
4. Use F-stops to create starlights—vary the F-stop to find desired effect.
5. Take LOTS of pictures—only a few will be usable.
6. Use your camera LOTS—get to know it very well.
7. Panning shots are commonly taken at 1/45 or 1/60 second to blur the background—Practice!!
8. Watch YouTube videos for techniques.
9. Buy top quality lenses to start with, so you don't have to buy lenses again.

10. Enjoy! & wife Becky, Jim Thornton, and myself.

We ate lunch at Bruce's fine find "Kirk's Ferry" in Brownsville. Afterward, the group split to ride their various routes to homes in Newport, Corvallis, Independence, Albany, Brownsville, and Eugene. At the time of this writing (Feb. 18), the CW February weekday ride is scheduled on Washington's Birthday, Feb. 22nd. We will be chowdering down at Tony's Crab Shack in Bandon, OR. More on that next month.

I'm a "newbie ambassador." I finally volunteered to accept it from Bob Metzger, who is very busy being president of BMWRO and instructing with Team Oregon. I share CW's ambassadorship with Jim Breen. I love riding and sharing Oregon's varied routes and destinations with other riders. I try to make rides new in some way. I'll be doing First Saturday Rides and some weekday ones. Most rides will be on paved roads; if not, it will be clearly stated in the Events Calendar description. Please bring a friend, with or without a BMW, and let's introduce more riders to this fabulous region's riding and our club's camaraderie. Hope to see you next month on a ride!!

Additional photo on page 14.



Jim Thornton and Dan Russell

photo by Bruce Henriksen

February in Longview: Come for the Ride, Stay for the Cinnamon Roll NW Ambassadors Ride Report – February 2018

Michael Ripley #191665

Sometimes you have the best of intentions—and life just gets in the way. So it was for David as he anticipated tearing around on another rolling tour of western Oregon and Washington. Instead, a death in the family had him on a plane to Florida, leaving Mike and Neal to pick up the slack. The feedback he's gotten suggested that David should perhaps take more weekends off. Only time will tell if people were kidding.

It was a good day to gather, considering it's only February. No rain, and even a little bit of sunshine struggled to burn its way through the clouds. Mike addressed the crowd wearing a hat labeled VD...for "Virtual Dave." But he had to resume his own persona, when shop salesman, Rainer Helmke, interrupted his ride meeting to present him with a BMW plaque and medal, awarding him for 100,000 miles on his trusty 2012 R1200RT. Mike seemed genuinely stunned, even though he applied for the award. Earlier, he had even asked Rainer about its progress; Rainer responded with a litany of excuses about the German bureaucracy coupled with the black hole that defines international mail. Seriously, though...a tip of the helmet to Mr. Ripley. Here's to riding the next 100k just as safely – and in half the time.



Rainer congratulates Mike Ripley on 100,000 well-riden miles.

Photo by Chris Henry

Ah, yes...the ride. Today's route took us across the dreaded Interstate Bridge (no, we didn't have to wait for a @*#%\$& boat). Then, at exit 9, it was onto the back roads. Mike led an enthusiastic group of fifteen, including ride regulars **Frank Boyle, Ric Holderbaum, Chris Henry, Steve Woodward, Chuck Mileur, Louis Robida, Steven Polansky, Randy Vogt, and Jeff Yarnall.** **Sam Beardsley**, who we hadn't seen in over a year, decided to join the fun, and three new faces—**Tammy Tolbert, Doug Hicks, and Charles Trapp**, decided February was the perfect month to meet new riding buddies. And we can't forget **Neal Malagamba**, who ably assured that a group of fifteen remained a group of fifteen.

Even though I-5 dominates western Clark County, it is easy to quickly find great riding nearby. After jumping onto NE 10th Avenue, suburbia quickly gave way to rolling hills. The road was damp, but the temps were mild, and everyone seemed to enjoy Mike's pace. Through La Center and Woodland we throttled the old Pacific Highway—a route that should be a mandatory alternative to I-5 for anyone riding a motorcycle.

Just north of Woodland, we figured the weather was tame enough to tackle the foothills. Green Mountain Road quickly climbs to about 1,100 feet—a narrow two-lane ribbon that is an absolute ball...if you're paying attention. Fortunately, our group was on its best behavior and when we stopped for gas in Kalama, it was clear all were having a great time.

From Kalama, it was a straight, fifteen minute shot to lunch. But that's not how we roll. As we crossed the Cowlitz River in Kelso, just blocks from the restaurant, we took a hard right and headed



Polansky assaults his dainty appetizer.

Photo by Chris Henry

north. Westside Road traces (oddly enough) the west bank of the Cowlitz. Hazel Dell to Delameter to Coal Creek Road offered us another 25 twisty miles to work up an appetite. After the extra hour, everyone was ready for a break.

Another hour of appetite build could barely do Stuff's II justice. "Get stuffed at Stuff's" is the mission statement that dominates the restaurant's home page and to say that is an understatement is

akin to declaring that motorcycles are just a way to get around. Steven Polansky decided to complement his lunch with a cinnamon roll; little did he know he could have fed the town of Longview with it, and still had enough for breakfast on Sunday. But this is a hearty group, and all were more than willing to buckle down and eat. The video of a fire in the fireplace only added to the ambiance. Still, it barely masked the disappointment we all felt when our own Joey Chestnut (Chris



Preparing to chow down at Stuffys II.

Photo by Chris Henry

Henry) declined to tackle either the Party Burger (5 pounds, with a pound of fries and four pitchers of soda) or the Dozen Egg Omelette (7 pounds of greasy delight). He's probably just holding out for a larger summertime crowd!

After lunch, the first thing everyone did was adjust their suspension. We had to slog through Longview—where ominous clouds billowed—but after crossing the Lewis & Clark Bridge, it was again time to frolic. Two minutes later, we found dry pavement on Apiary Road, and the rush to Vernonia was on. A half-hour later, we hit US-26. It was all smiles and high fives at

Time Gas near Banks before we pointed in our respective directions for the final push home. All in all, about 205 dry, relatively warm miles. Not a bad way to kick off February.



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, February Ride: . . .205

**Total First
Saturday miles – 2018:343**

Stuffy's II

804 Ocean Beach Highway,
Longview, WA 98632

(360) 423-6356



Thompson's Mills

photo by Bruce Henriksen



BEEMER BEAT Editor
289 Pine Dell Lane
Grants Pass, OR 97526



Visit our website at:
WWW.BMWRO.ORG