



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



November, 2017

Volume 41, Issue #11

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



The Hansen Family and BMWRO members celebrate forty-five years of service

photo by Anon A. Moss

Hansen's Motorcycles 45 Years of Service

from Mark Collier, see page 10

Two Ride Reports

from Mark Collier,
Ambassador for southern Oregon,
see page 9.

Two Ride Reports

from Alice LeBarron,
Ambassador for central Oregon,
see page 11.



BMWRO

Coming Events



Club Sanctioned Events

- Event:** **Winter Celebration and Quarterly Member's Meeting**
- Date/Time:** Saturday, November 18, 2017, 11:00 AM until 1:00 PM
- Place:** Sizzler Community Room
1010 Postal Way, Springfield, OR
- Description:** The new Vice President and Treasurer will be announced at the quarterly meeting. Come be a part of the club's business meeting and celebration.
Lunch will be provided—cost-free to members who order off of the seniors' menu. Everyone who attends will be eligible (per restaurant management) to order from the seniors' menu, even if you are not a senior yet. If you opt to order from a different menu, the cost will be on your own.
There will be a ride after the meeting if weather permits
- Contact:** Bob Metzger
- 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—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 about 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
- 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

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
- 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:** Jim Breen, **541-912-4500** or jpbior@aol.com or
Bob Metzger **608-642-1186**
bobmetzger51@gmail.com
- 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: **Chilifest 2017**
Date/Time: Saturday, November 4, 2017, 11:00 AM until 2:00 PM
Place: European Motorcycles of Western Oregon, 2891 W 11th Ave., Eugene, OR
Description: A new event for European Motorcycles of Western Oregon (EMCWOR). Feel free to come by the dealership for chili and a peek at our eBay store. Each of the staff members will be creating their best version of chili with the hope of gaining the title of Chili Champ 2017
— *we make the chili, you judge* —
There is no cost to attend—it's just a fun event to get you out of the house, grab a quick bite to eat and check out amazing deals that we either already have on our eBay store or will be putting online after the event.
Contact: **541-338-0269**

Event: **Northwest Vintage Car & Motorcycle Museum Annual Movie Night**
Date/Time: December 2nd, 2017 starting at 6PM
Place: Northwest Vintage Car & Motorcycle Museum 3995 Brooklake Rd. NE in Brooks, OR
Description: "The World's Fastest Indian" starring Antony Hopkins is a wonderful movie and you don't have to be a motorcycle geek to enjoy it. Come by at 6PM and visit with old friends and make new ones. Snacks provided by the Ladies of the Museum. Movie starts at 7PM
Contact: Tom Ruttan tgruttan@gmail.com
www.nwcarandcycle.com



Forest, Lane Weinberg has just gotten out of the hospital (16 days) and has serious health issues. He is hoping to recuperate and go for a nice bike ride."

from Clarence Story

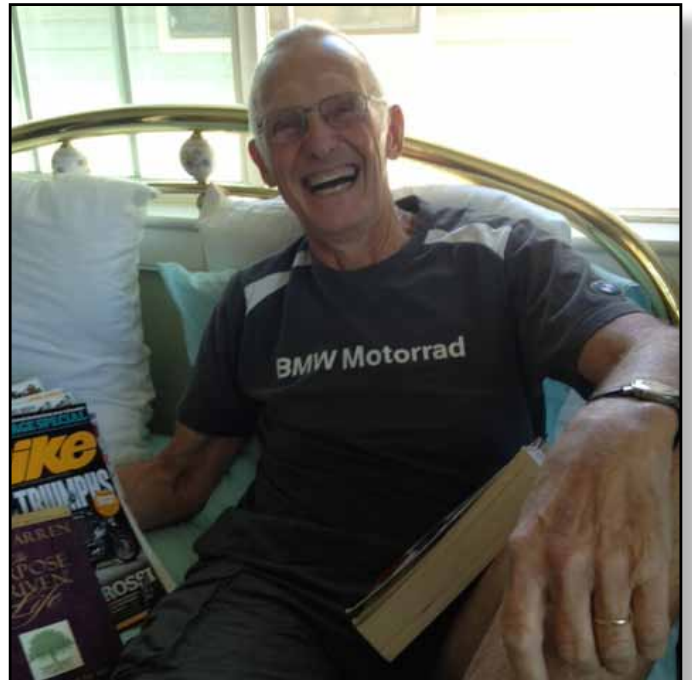
Letters to the Editor



New 1200GS option spotted in Southern Oregon: what is this??

- A) Radar searching for Sasquatch.
- B) Antenna for contacting alien spacecraft.
- C) Secret BMW speed device.
- D) Bored BMWRO rider

from Dan Hall



Forest, Jim (Stewart) suffered a broken femur after a pit bull attacked in John Day Saturday evening! He is home in Klamath Falls. Visitors welcome. Bring him his favorite mustard packed sardines!

from Roger Paquette

BMWRO President's Message

by Bob Metzger



The Gift That Keeps On Giving – Practice.

By Bob Metzger

Motorcycle skills are perishable. The old saying, “use it or lose it”, readily applies to our motorcycle skill base. I would like to begin this month’s column by asking you to answer a few simple questions.

When is the last time you took a motorcycle training class to enhance your skill base?

When is the last time you took it upon yourself to practice skills such as swerving or maximum in-line braking?

When is the last time you engaged your motorcycle’s ABS? How did it feel?

This month, I would like to take some of your time to talk about maximum in-line braking. But before I do, we should understand the “why”. Why is it important to know how to instinctively brake heavily in emergency situations?

The ability to brake effectively may mean the difference between stopping safely with little margin to spare, or a crash. First, let’s look at some motorcycle crash statistics.

Multi-vehicle Crash Statistics: In A Nut Shell

Mark Twain once said, “There are three kinds of lies in this world, lies, damn lies, and statistics”. We know that statistics can often be twisted in an attempt to bolster any argument. I won’t do that.

Let’s focus on multi-vehicle (MV) crashes. That is, a crash between a motorcycle and a car. MV crashes account for 45% of total motorcycle crashes. The numbers tell us that in such crashes, the motorcyclist is at fault in just about 50% of the incidents. Where do the vast majority of MV crashes occur? If you answered “intersections” you are correct! Most MV crashes occur at intersection when drivers violate the motorcyclist’s path of travel, usually by turning left, into the path of the oncoming motorcyclist. Remember, alleys, driveways, and parking lots all count as intersections.

You’ve probably experienced path-of-travel violations. I have. We try to minimize path-of-travel violations by wearing HiViz gear and adding forward facing conspicuity lights. The only way to prepare for an emergency situation such as path-of-travel violations is—practice. Our reactions must be instinctual. After pointing out to my students the vast numbers of buttons on the handlebars, I often ask, “What button is missing?” Blank stares. “There is no Pause button! Riding a motorcycle is real time, not a video game.”



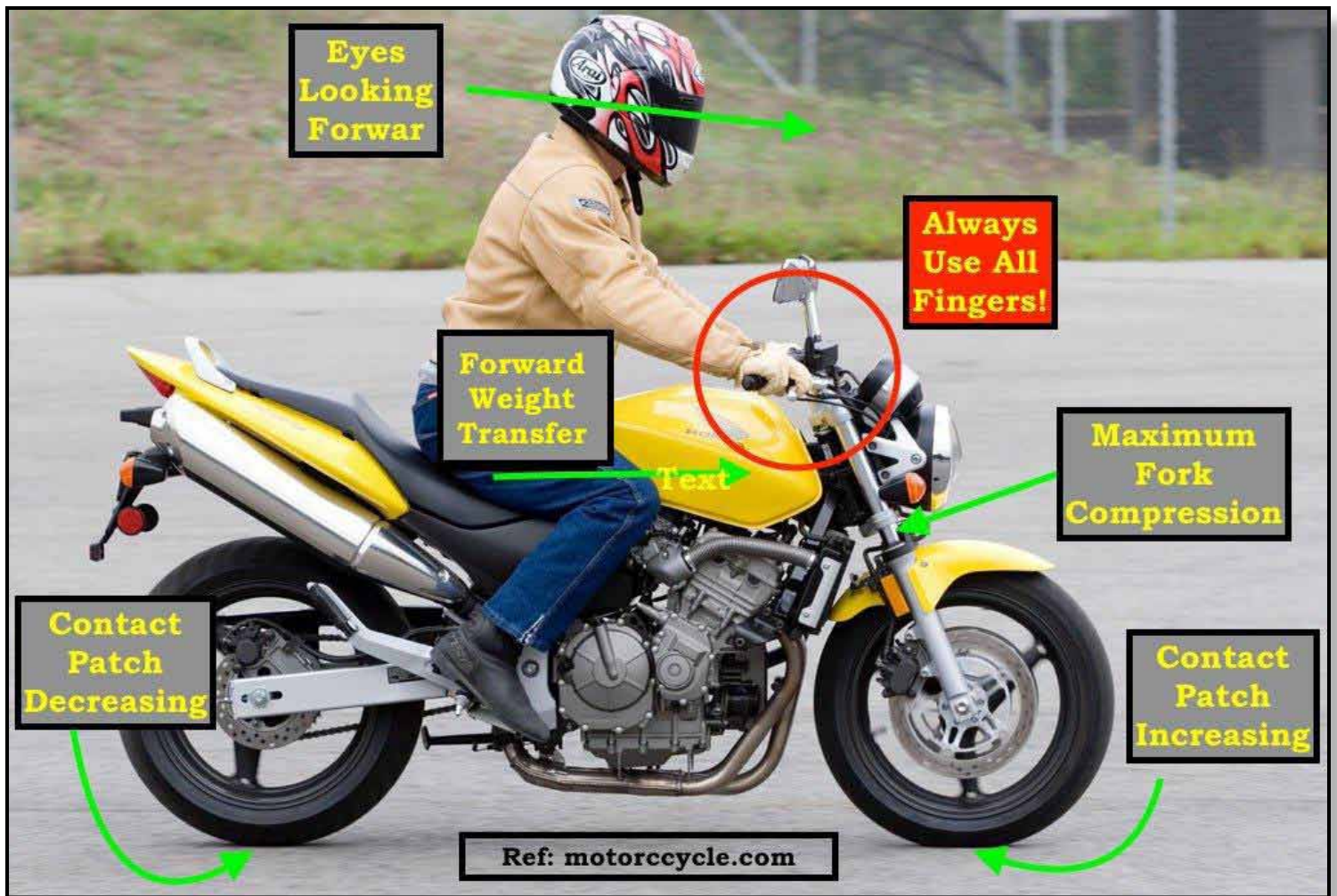
Stopping Your Motorcycle: Facts & Figures

The relationship between speed and stopping distance is NOT linear. When you **double** your speed you **triple** your stopping distance. Stopping distance is a combination of a number of variables: rider reaction time, the rider’s braking technique, condition and type of tires, and road surface conditions.

Let’s dispel a long-standing myth. I’ve heard riders say, “I never use my front brake—it’s dangerous”. I suspect, this mentality is a carry-over from their days of bicycling, when over application of the front brake caused the cyclist to crash. Of course this statement is false.

Always use both brakes—at every stop. Using the front brake, every time, builds good habits and enhances your skill base. The front brake will provide about 70%, or more, of your effective braking. When the front brake is applied, the weight of the motorcycle (and rider) transfer forward. The front forks compress, and press the front tire onto the road surface. The front contact patch gets progressively larger. This, in turn, provides extra friction with the road surface for shorter stopping distance.

Another way to think about the effectiveness of maximum braking is through the analysis of G-forces created. Let’s not get hung up on physics and numbers. G-forces are created by acceleration and deceleration. The faster a body accelerates—or decelerates—will cause additional G-force. During maximum braking—on clean dry pavement—a motorcyclist using both brakes can generate close to one G, while a motorcyclist using only rear brake will only generate less than 0.5 G.



The Do's Of Maximum In-line Braking

- Avoid surprises: be prepared, especially at intersections.
- Assume oncoming drivers *don't* see you—even with HiViz gear or conspicuity lighting.
- Use both brakes for maximum effective stopping distance.
- Be smooth. Don't grab at, or be abrupt, on the brakes. Use all fingers.
- No ABS ? (Antilock Braking System)
 - Use a smooth and progressive squeeze on the front brake as weight transfers forward.
 - Use smooth braking on the rear brake – lighten pressure on the rear brake as weight transfers forward to prevent a skid.
- If you feel either wheel lock up (skid) - immediately release the appropriate brake and reapply with less pressure.
- With ABS
 - Be smooth.
 - Apply both brakes with firm increasing pressure to engage the ABS and keep ABS engaged until you stop.
- Keep your head and eyes up—don't look down.
- Grip the tank with your knees—keep your body from pitching forward.
- While braking, quickly downshift to first gear so you are ready to GO if necessary.
- Trust your tires. Don't "lay it down". Tires provide the best traction available.
- Practice - practice - practice.

We can read all the articles (like this one) and watch all the on-line videos, however NOTHING beats actual practice. We can't perfect any technique by simply talking about it. We must DO. My sole purpose with this month's column is to motivate you to think.... and then go out and practice. Whether as an individual practicing in a parking lot, or on a lonely stretch of road - P.R.A.C.T.I.C.E. The best advice is to take a skills refresher course staffed with professional motorcycle training instructors. It is the best bang-for-the-buck you can get. It's a lot of fun too!

Safe journeys,

Bob

NEW MEMBERS

Motorcycle

Sandy Tilton, Albany, OR 2012 R1200RT
Steven Carter, Medford, OR F800GS
Hal Hardy, Jacksonville, OR R1200GSA
Anker Henningsen, Medford, OR K1600GT & S1000R
Morgan Jones, Brookings, OR R9T
Scott Hurst, Rogue River, OR F800GSA
Trevor Telford, Medford, OR cycle unknown
Dan Clark, Medford, OR K1600 Bagger
Tim Reid, Ashland, OR F800GSA
Timothy Hedges, Corvallis, OR cycle unknown
Brian Lawson, Clackamas, OR 2018 GTL & 2015 R1200GS

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:

Scot Lamper, (503-706-1601)
bmwro.vp@gmail.com

Secretary:

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

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bmwro.web@gmail.com

Club Liaison

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bmwro.news@gmail.com

Activities

Scot Lamper, (503-706-1601)
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).

Jim Breen—541-912-4500

jpbinor@aol.com

Bob Metzger—608-642-1186

bobmetzger51@gmail.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

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>



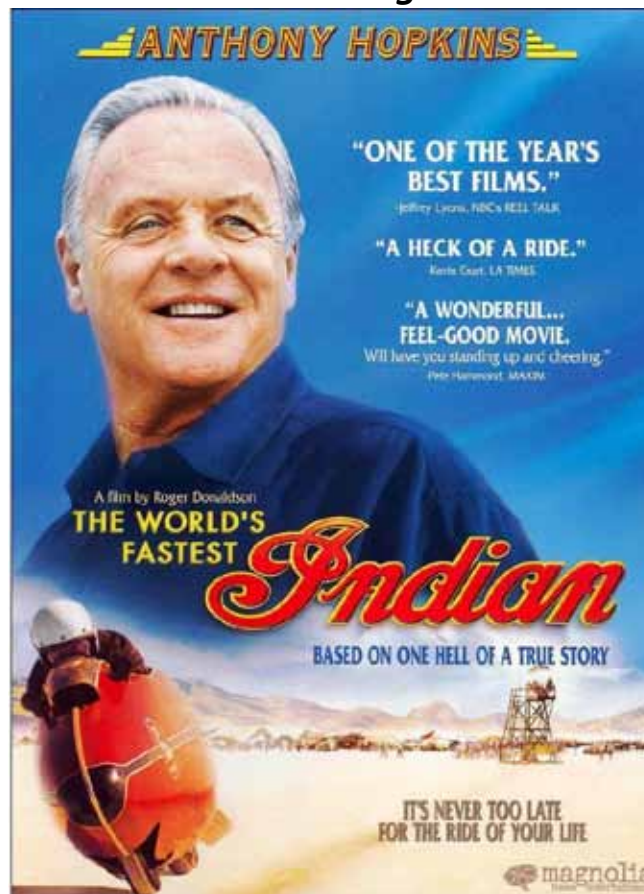
Please join us for our annual

Movie Night

Saturday, December 2nd

Social hour: 6:00pm-7:00pm; Movie at 7:00pm

Featuring



Northwest Vintage Car & Motorcycle Museum

Located at Powerland Heritage Park

3995 Brooklake Rd. Brooks, OR 97303

Snacks provided by ladies of NWVCMM – popcorn, cookies and drinks

Please RSVP for seating:

Contact Tom Ruttan 503-621-8943; tgruttan@gmail.com

Southern Oregon Ambassador Ride September 30, 2017

from Mark Collier

So, for those who missed our last ride, fully paved, lemme fill you in. Saturday, left out of Grants Pass north on I-5 over the three passes to Canyonville. Now, for this conflated group of riders, even THAT was an event, as we inch-wormed along the interstate, stragglers thinking the bike ahead was of our group, so the lead group of three of us—yes, we were spread out even as we left GP!—begged off at the bottom of the first uphill pass to re-join the gaggle, and help shepherd the group into Canyonville where we promptly re-grouped again, gathered a rider from Roseburg, then it was out the Tiller Trail Hwy along the So. Umpqua River.

Now that was where the ride really took off. What a beautiful site. Full fields of winter harvest. The green grass was EVERYwhere... pulled off at a rest stop just this side of Tiller (town still for sale, by the way) and caught up on gear / wear latest. Then up in the twisties east, then south and over to Shady Cove where we had lunch at a great little diner, on the deck along side the Rogue River. Fantastic ride.

Okay, so we have decided to cram in as much riding as we can before it turns wet, and Dan pulls us off-road for the annual Fall Wagner Creek ride...

So we're gonna ride again! The route will be from Grants Pass to Selma, then down the Illinois River Road to the Swinging Bridge. Road bikes will be offered the option to remain at a spectacular vista that



overlooks the Illinois River drainage, while GS riders take the final quarter mile down to the bridge where we practice our Druid Sacrifice Rituals only known to GS riders—membership required. Then back into Selma and out the other side Cedar Flats Road into Williams, or Murphy Creek Rd.—either way, we have GPS, and lots of gas.

Southern Oregon Ambassador Ride October 7, 2017

from Mark Collier

The Southern Oregon Chapter of BMWRO sent out a dozen members on a local ride and returned unscathed. No really! What? What's so funny? Stop laughing.

Left out of Grants Pass on a sunny Sunday morning on the Cave Junction Highway towards Selma. Turned on Illinois River Rd. which took us towards the "Swinging Bridge." Now, this is a twisty, turny, sometimes single-lane, unimproved, sketchy road heading down hill in the face of wild and crazy local drivers with zero regard for their personal well-being. And that's because they're diving over-sized, off-road trucks and

aren't impressed with our German engineering. So we nimbly treaded towards the bridge. Because we're Swingers, like the name implies. The final half mile to the river is switchback gravel, so we leave the K and RT bikes at a vista site overlooking the Illinois Valley. Down for pictures the GS bikes went and returned. Did I mention without incident? Yes, that's a theme we're working on. ;-)

That was just the beginning of the ride. From there we went back up stream and out Selma towards Williams the back way. Climbing through forested lands and into the Fertile Crescent of Josephine County's Cannabis Cultivation valley. If you've not gone through Williams on this route, you really need to.

Lunch was at Red Lily Vineyard, and we all scattered thereafter. An eventful/uneventful ride. Just what the doctor ordered.

*your fearful leader.
Mark*





Hansen's Motorcycles 45 Years of Service

from Mark Collier

Once in a long while, comes a story of a tradition worth commending and celebrating.

One Saturday in October, friends & folk, customers past & present, came together to celebrate a milestone in motorcycle lore. Four generations of the Hansen family celebrated 45 years of BMW Motorcycle sales and service, an achievement uncommon in the modern era. For Lee, Craig &

Connie, Mason and wives/mothers of the grandkids, and we—the members of BMWRO Southern Oregon Chapter—took a moment to all say “Thank You,” for staying the course.

It is clear, with sustained performance, that the passion for motorcycle riding is what has championed this family effort. Again, from all of us, Thank you Lee, Craig & Connie, Mason, Mark, Russell, Wade & David.

Worth mentioning is a poster that is not viewable to the public. It is posted at rear of the shop, home to Mark and David, the two chief

mechanics, the un-sung heroes whom we trust with our rides. I'll share what the sign reads below, it is worth mentioning that this poster is displayed proudly at the service bay entrance rather than splashed over the showroom. It's testament to an effort of service above all else.

The achievement reads: “As of 1998, BMW of North America & BMW Riders have presented only three national awards: Hansens' BMW / Triumph has received all three.” End of statement.



Central Oregon Ambassador Rides

from Alice LeBarron (club Ambassador)

Saturday, September 29th, six of us met in Bend and rode down to Sunriver, where we picked up four more riders, and then continued on south to the Lodge at Summer Lake for lunch at the Flyway Restaurant. Our waitress took good care of us and after lively conversation, getting warmed up, and being well-fed, we were back on the road. It was a beautiful, blue sky day, but cold and with some strong wind gusts as we returned home.



Left to right: Judy Kincheloe, Liz Jones, Jeff Jones, Alice LeBarron, Joy Cesafsky, Allen Cesafsky, Bob Burroughs, Brad Stark, and Gary Stead.

Photo by Dave Friedland

After some winter-like weather,—with snow storms locally—Saturday, October 14th was another blue sky day, but cold here on the High Desert. In order to let the day warm up and lessen the possibility of ice in the shadows, we met for lunch and time to visit before the ride. Given the cold morning, my bike was reluctant to start—I should've had it on the Battery Tender the night before. So I hopped in my car to meet up with folks and let them know what was happening. **Bob and Kathy Burroughs** along with "**Stormy**" **Rick Storm** and his son **Skyler** had also chosen to drive rather than ride, due to cold temps and SNOW on the ground at Bob's house in Sunriver.

Eleven of us enjoyed lunch and visiting before seven headed off for a ride. **Allen Cesafsky** was the hero of the day, stepping up to lead the ride in my place! Following Allen were: **Verle Yates, Kurt Miller & Claudia** (two-up), **Mark Miller, Joy Cesafsky**, and sweeping was **Judy Kincheloe**, on her Spyder. Allen led the group out east of Bend through Alfalfa,



left to right: Mark Miller, Kurt & Claudia Miller, and Verle Yates



Ten riders enjoyed lunch at the Flyway Restaurant, Summerlake Lodge

Photo by waitress

across Bowman Dam and through the Crooked River Gorge—a favorite route in this area for its many curves and lovely scenery. By the time the group arrived in Prineville, the riders were pretty cold, so the ride was cut short and all headed home.

Alice LeBarron,

Club Secretary, BMW Riders of Oregon



A Dash To Dine In Dufur NW Ambassadors Ride Report October 2017

David Peterson #90113
Michael Ripley #191665

We told you last month that our riders were interested in another lap around Mt. Hood before the serious weather sets in. But the Labor Day fires got in the way. Well, we're nothing if not determined. So we put the word out that October would be "Dufur or Bust." Apparently, we were on to something, for when zero hour arrived, fourteen bikes and seventeen enthusiastic riders were revved up and ready to go.

The days leading up to Saturday had been splendid – blue skies, smoke free, with temps in the 70s. Saturday morning was a little cool, with cloudy skies but dry pavement. With **Mike** in the lead, our merry band included many familiar faces—plus a couple we hadn't ridden with in awhile. **Colin Luther** was back for the first

time in almost a year; and we last saw **Andy Sulla** in January 2016—it's amazing how quickly the months roll by. Colin brought Vancouver riding buddy **Dennis Epstein**, who was out to shake the rust off after a Memorial Day accident. The rest of the crew—two-uppers **Kim Dorsing** and **Janice Mathern**, **Camron** and **Karen Rust** and **David and Diane**

Peterson, along with **Frank Boyle**, **Ric Holderbaum**, **Chuck Mileur**, **Steven Polansky**, **John Sorensen**, and **Mark Wegener**, rolled along, with **Neal Malagamba** sweeping after, all for one and one for all.

If there's a straight line to somewhere, our motto is to avoid it like the plague. Thus, we headed south in order to get to the fun roads early. A quick sprint along I-5/205 deposited us in Oregon City, where—after one stop light—country roads abound. Spirits were high as we zipped along through Viola and around Estacada toward Ripplebrook. OR-224 offers one of the great ride previews in Oregon. As you crest the first hill south of Estacada, the panorama is magnificent, with the Clackamas River North Fork Reservoir to your right and the river canyon in the distance. Usually it gets the blood pumping with anticipation...*I get to ride through that!* Today, however, when we crested the hill, that wonderful canyon was dark with massive, billowy nimbostratus clouds—the kind that produce prodigious rain. Not to put too fine a point on it, a little lightning flashed as we made that crest. Today, for at least one rider, it was... "we have to ride through that?!"

Still, roads were dry and traffic was light as we rolled along. This is a tremendous stretch of highway,



Canyon-clinging along the Clackamas

Photo by Diane Peterson

where sweepers follow the course of the river, a fantastic site. Approaching Ripplebrook the road narrowed and the rains arrived. And the temperature fell, catching more than a few of us a tad under dressed. Oregon riding rule #1: if it's October, having an electric jacket within reach is not a bad idea.

For the warm and toasty among us, it was actually a splendid ride. As the mist morphed into drops, the pace slowed, allowing us to enjoy the river views. Not too much though...south of Ripplebrook—and no longer a state highway—NF-46 narrows further still and pot holes, frost heaves, and rockfall debris require your full attention.

Fifteen miles south of Ripplebrook, we resumed our eastward trek. NF-42, or Skyline Road, climbs 2,700-feet up the southwestern shoulder of Mt. Hood. It is a lovely lane-and-a-half wide ribbon of tarmac that winds 27 miles before intersecting US-26. It was surprisingly repaved a couple of years ago and remains (in most parts) in fantastic shape. It's always a blast, even with a visor blurry with rain.

At the top, it was time for gas and a break. There was a lot of gnashing of teeth over the weather, and reminders

to many that an extra sweater and maybe cold-weather gloves deserve a permanent spot on the bike, whatever the season. Only Frank said, “No mas,” undoubtedly swayed by being relatively close to his Gresham home. However, the experienced among the rest of us smiled at what we knew to be just ahead; storms generally stop on the mountain. Sure enough, twenty minutes later, rolling toward Wamic, the clouds were only in our mirrors, the pavement was dry—and it was fifteen degrees warmer! NF-43/48 to Wamic and Tygh Valley never gets old, especially when riding out of the weather.

Major roads in rural Oregon are generally a delight, with long sweeping stretches along magnificent landscapes. But one should never miss an opportunity to explore the road less travelled. In this case, it was Dufur Gap Road, which bypasses US-197 between Tygh Valley and Dufur. Blink and you'll miss it, but if you do, pay attention for the other end and loop back along it. Chances are, when you get to either end, you'll turn around and do it again, rather than just get back on the freeway.

Once in Dufur, it was time for lunch. Most of you know there ain't

much to choose from, especially since the Pastime Saloon bit the dust (although activity on this Saturday suggested it may be getting another reboot). But on a recent ride we discovered **Kramer's Market**. Offering dry goods to farmers since 1905, it's been nicely updated with a deli and a soup bar and seating in the back. It took us awhile to finally get fed, but the sandwiches were great and the soup was hot and tasty. It's a perfect alternative to the rural greasy spoon; even better when the local greasy spoon is gone! Dufur even has stealth gas if you're in a pickle. It's in an unmarked pump across from the Ace Hardware. Decent grub and gas... things are definitely looking up in Dufur!

The plan after lunch was to claw back to Mt. Hood. Colin and Daniel said, “No thanks; we're going to zip home and go shopping for heated clothing instead.” The rest of us climbed Dufur Valley Road, then climbed further along the Cooper Spur. Local weather suggested we might even see a dusting of snow, but the rain was minimal and though wet, the roads were perfectly fine. We traced our way along the western edge of Hood River to the freeway, where we fueled up and bid each other adieu. Even on a wet afternoon, the acrid air along I-84 was a reminder of the fires raging the weeks before. It had been another great outing.

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, August Ride: 322

**Total First
Saturday miles – 2017: 2,374**

Kramer's Market, 121 N. Main Street,
Dufur, OR 97021 (541) 467-2455

See last photo on back page.



Ah...sun and dry pavement along Dufur Gap Road.

Photo by Diane Peterson

Fall Colors Along Skyline Road

photo by Diane Peterson



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



Visit our website at:
WWW.BMWRO.ORG