



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



October, 2016

Volume 40, Issue #10

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



Moonshine Park Campout, September 24

photo by Doug Tewksbury

Ballot Information

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How to Pack without Tipping Over

See pages 7-8, by Don Chase

Ride Report

from David Peterson

See pages 12-13

BMWRO President's Message

by Jay Bennett

Wellness Preserved

In my years with the BMWRO, I've observed a pretty impressive safety record. In all those events, campouts, rallies, and day rides there's been surprisingly few accidents. For all the odd and out of way places we explore, there's been far more good surprises than bad surprises waiting for us. Yes we have had serious accidents within the club; but for the number of miles and danger in our sport, we have done pretty well in avoiding accidents. Perhaps it's that we are out of town most of the time, and my personal experience is that urban settings are the most likely place to have an accident. Perhaps it's the years of experience we have or the bikes we ride or maybe we're just lucky (so far). Whatever the reasons, we don't seem to have many accidents, but they are on the rise in Oregon and so I'm advocating we devote some of our resources to rider safety awareness in the future.

Those of you who've ridden with me know I'm no saint. I ride because it's fast, exhilarating, freeing and a little wild; and I like the fact that I'm in charge of my destiny. I suspect many of you—like me—are enticed to motorcycling's exciting aspects; but along with those attractive parts of motorcycling comes responsibilities. As I said, we are in control when we are on the bike, so if a mistake is made, point the finger in the mirror. Most accidents in my experience can be avoided if the rider makes the right choice. At a recent conference, I met an "Accident Reconstructionist", an expert on crashes, and their cause. He said after examining thousands of crashes, he knew of two in which a motorcyclist could not have prevented the crash. So we have the ability and responsibility get home safely in most cases.

One part of riding and making good choices is knowing your limits. Most of the time, the rider is more limited than the bike. I know most of my bikes have more capability to turn, brake and accelerate than I have the ability to control them. A very wise club member from K-Falls said it this way "I can ride 100% today and maybe live to ride another day or I can ride 85% everyday". You need to know your limits and the bike's limits and stay within them to continue to ride, but those rider limits can be expanded. How? With further knowledge and practice.



So I'm personally going to put effort in over the next year to increase my personal skills and our club skills. I plan on putting on at least one formal training session for the club. Also I hope to help others learn more riding skills through discussion and informal rides and increasing their understanding of their motorcycle. For instance, did you know that suspension has a bunch of adjustments that can make or break the ride and confidence of the rider? Do you know how to use those knobs and adjusters? Well there are sources of information on this from your local suspension experts, your dealer, online sites and in your owner's manual. Don't be afraid to try them, just write down your starting point so you don't get too far from a reference. A well set up bike leads to confidence and confidence makes the ride enjoyable and safe. See this safety topic can be fun.

Okay, so that's my small part—what can others offer to this effort? I don't know, but I hope this motivates you to elevate your game by going to a riding class—Team Oregon has several good choices, for instance—do a track day, read a riding skills book or just practice some rusty skills by yourself. Also I'm willing to bet with the contacts, expertise and resources of our members, others will have the skills and resources to offer to others within the club. Got any ideas, email me and let's see what we can do for our wellness.

*Now get out there and ride
(long and safe)
Jay*





BMWRO

Coming Events



Club Sanctioned Events

None at this time.

Voting for BMWRO officers

*from Alice LeBarron,
current BMWRO club secretary.*

As of Oct. 1st, you will be able to cast your votes for BMWRO President and Secretary for the upcoming 2-year term. Voting will be through our website. Each member will have one vote for President and one vote for Secretary. Robert Metzger is running unopposed for President, and incumbent Alice LeBarron is running unopposed for Secretary. It is possible to add a write-in candidate. Your vote is anonymous, but you must be logged in to the bmwro.org website first. Once you have logged in, scroll to the bottom of the left hand menu and click on Surveys, then choose 2016 Officer Election. If you have problems logging in or problems with the electronic voting, please contact our web guru Doug Tewksbury at bmwro.web@gmail.com.

For those members who are unable or prefer to not do electronic voting through the website, you may send a note via email or snail mail to indicate your choices. Address your note to bmwro.secretary@gmail.com or mail it to Alice LeBarron, 1627 NE Bear Creek Road, Bend, OR 97701.

These alternatives to online voting are not anonymous, but “on-line” votes *are* anonymous—even the web site administrators will not be able to determine who voted. However, members must be logged into the web site in order to vote—once logged in, the system will only allow them to vote once and their vote is anonymous.

The on-line voting will streamline the Secretary’s handling of the voting process and allow that person the freedom of not knowing who voted for which candidate. At the end of the on-line voting, a report is generate showing the number of votes received for each candidate and any write-ins that may occur.

Voting closes at midnight October 31st.

New officers will be announced at the Fall Meeting in November and will be installed at the Winter Meeting in January.

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 Friday Lunch**

Date/Time: Every Friday around noon-ish
Place: Various places around Eugene. Check the events calendar [onLine](#) for locations.

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 jpbmOR@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

BMWRO Meeting Minutes from 9/10/16 at the Steens Campout

6:10pm Call to Order by the President

This is the 3rd meeting of the year. Minutes from last meeting held April 24, 2016—as published in the June **BEEMER BEAT**—were approved.

Treasurer, Linda Tewksbury, gave an update that all bills are paid and we are ahead of last year at this point in assets. She also mentioned that we'd have \$3000-\$3500 for charity groups this year.

Activities — Next outing is/was Moonshine Park on weekend of 9/24/16. We need someone to volunteer to host the November meeting or it won't happen this year.

Elections — This year the president and Secretary are up for election to be installed in 2017 and next year the treasurer and vp. There has been a nomination of Robert Metzger for president and a request for other nominations president & secretary. The ballot will then go out in the Oct BB--voting process will change to an anonymous, on-line process this year, thanks to Doug. Results of election will be announced at Nov. meeting. New officers to be installed at Jan. meeting.

Rally — Rally-master, Doug Tewksbury spoke about the progress on the rally and that the status was good: everything going according to schedule. The artwork for T-Shirt is in progress and geology tour is planned again. One suggestion was made to hold a class next year in first aid.

New business — Discussion on setting up a section of the website devoted to guiding motorcycle rides in Oregon. Linnea Alvord volunteered to organize a section with suggestions and help from members.

Adjourned at 6:35

Minutes submitted by Jay & Janet Bennett

Introduction to Bob Metzger BMWRO nominee for Club President, 2017

Dear BMWRO members, I'd like to take just a few moments of your time to introduce myself. I am running for president of BMWRO. My name is Bob Metzger, and I currently serve our organization as a Co-Ambassador for the central-west region. As such, in the past year, I have enjoyed making the acquaintance of many of you at camp outs, on group rides and at our rally.

Let me begin by telling you a little about myself. I live in Eugene with my wife Lindy—the best “wingman” any husband could hope for! I was born and raised in the Chicagoland area—the heart of the midwest. I attended Northern Illinois University where I attained both BS and MS degrees in geoscience. Following university I worked for several oil and gas companies in Texas, Alberta, and in Alaska. In 2002, I left the oil fields behind and Lindy and I opened several coffee houses in Wisconsin and Iowa. Those of you that know me from group rides, there is always a coffee stop at the midpoint of the ride! Currently, I'm retired but it seems I'm busier than ever! For the past five years I've served the Team Oregon organization as instructor, site coordinator for bikes stored at Lane Community College, and member of the Leadership Council.

My visions for BMWRO is simple. First, let's keep doing what we do well. Let's continue to have group rides, camp outs and our first rate rally at John Day. Despite the rain, I don't think anyone left the rally this year with anything more than a damp tent.... certainly no damp spirits! Secondly, I'd like to see more effort directed toward building the organization's membership base, especially with younger members. Lastly, being a Team Oregon instructor, I'd like to foster a greater sense of safe motorcycling within the organization through increased opportunities for rider skill practice and advanced rider training opportunities.

Now the really important stuff that you all want to know: R1200RTW, R1200R, F650GS, and a Ducati Diavel, which pretty much says it all!

Bob Metzger

Eugene, Oregon

NEW MEMBERS

Motorcycle

Ronald Carter, Bend, OR. 2013 BMW S1000RR
Gordie Thomas, Ferndale, WA. unknown



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:

Jay Bennett (541-760-0675)
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

Treasurer:

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bmwro.treasurer@gmail.com

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Doug Tewksbury
bmwro.web@gmail.com

Club Liaison

Doug Tewksbury,
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

Steens Narrows 2016

from Jay Bennett

We had a great and record breaking event this year. The weather was perfect—perhaps a little cold night—with the day time temperatures spot-on for motorcycle adventures. The “weekend” started off on Thursday with six or so people. Friday night we had around 45 and by Saturday, 60 people the grass area—it looked like a miniature John Day Rally with tents and clusters of people discussing all and any motorcycle topic.

On Saturday everyone went exploring in various directions. The Steen Mountain Loop is probably the most popular with 52 miles of fairly good improved gravel roadway, beautiful scenery and good challenge to both riders and drivers alike. The roadway allowed people the chance to view the terrain and wildlife without too much worry about going off road accidentally or beating up your machine too badly and not



getting back home. As you climb this Oregon Treasure—the highest road in the state—the landscape goes from desert scrub bush at the lowest, to lakes and Aspen groves in the middle, to above the tree line high altitude desert vistas at the top. The roads and parking lots can

be a test for riders and kick stands.

On the way down, ABS was a blessing with shutter bumps, decreasing radius corners and drop offs to keep your blood flowing, but hopefully not enough to spill any—just the right amount of thrill. The Loop is hard to describe and hard get to, but something every Oregonian should experience at least once (and for many of us multiple times). After the loop many rode down and lunched at the French Glen Hotel, which is a legend in the “Oregon Outback” with great food and a unique atmosphere. This place is a throwback to early 1900’s and ranchers, hunters, birders, and adventure tourists have been using for decades, but thankfully with little change.

Saturday night we had a terrific outdoor dinner served by the Narrows RV Park. They home cook what is served and it’s always delicious. This year, as in the past, we enjoyed the hospitality of



Ron and Linda, the owners of the Narrows. They make this event something the BMWRO members look forward to each year. Both Friday and Saturday nights we had large bon fires following the very colorful, and somehow unique, Steens Sunset.

On Sunday the event was over and we sped and spread across Eastern Oregon. One could see and hear the sounds of BMWs heading home: riders with smiles on their faces.



How to Pack without Tipping Over

by Don Chase

Too many times after I've traveled down the road after starting a trip I had to stop and repack my panniers because they were unbalanced. Typically one pannier was way too heavy (it contained all the tools) and the other was full but full of light stuff (e.g., clothes). As a result my bike wanted to drift one way or the other while going down the road, or in the corners turn easily one way and required effort to turn the other way. This is dangerous. Also, after re-packing my panniers for the rest of the trip I'm digging and searching for stuff because it wasn't where I originally put it when packing.

My wife and other riding friends say I can get a bit "anal" about motorcycling things like trip plans, to-do lists, routes and more. Yes, I'm learning to relax; but now—when it comes to packing my panniers—I'm not. Not every trip has you bringing the same items. Pannier contents for solo trips are different than group trips. Weekend trips have different items than multi-day trips. GS rides have

| Check | Item | Category | Where | Comments | Weight |
|-------|----------------------------------|----------|---------------|---|--------|
| ✓ | Air compressor | Tools | Left pannier | Contents: air compressor, battery adapter, air gauge, plug kit | 1.4 |
| ✓ | Tire patch kit | Tools | Left pannier | | 1 |
| ✓ | Tool kit | Tools | Left pannier | Includes 3/8" driver | 2.2 |
| ✓ | Chain lube | Tools | Left pannier | | 0.5 |
| ✓ | Foot/changing mat | Camping | Ortlieb bag | | 1 |
| ✓ | Sleeping bag & compression bag | Camping | Ortlieb bag | | 4 |
| ✓ | Sleeping pad | Camping | Ortlieb bag | | 2.8 |
| ✓ | Tent (MSR) | Camping | Ortlieb bag | | 7 |
| ✓ | Tent: Plastic ground cloth | Camping | Ortlieb bag | | 1 |
| ✓ | Rag | Tools | Ortlieb bag | | 15.8 |
| ✓ | Tent lantern (Go Pro) | Camping | Right pannier | Rechargeable | |
| ✓ | Collapsible Chair | Camping | Right pannier | | 2.9 |
| ✓ | Emergency bag (red zippered bag) | Camping | Right pannier | Contents: garbage bags, cyalume nightsticks, Kleenax, anti-itch cream, antibiotic cream, insect repellent, space blanket, stormproof matches, wet wipes, braided line, emergency flasher & whistle, lighter, fire starter | |

different items than road touring trips. Trips to the mountains have different items than trips to the desert. You get the idea, no two trips contain all the same items. So panniers are almost always packed differently for each trip.

Recently prior to a big multi-day GS trip I decided to place all the stuff I wanted to take on a table. I then entered the items into a computer spreadsheet that had the following columns: Item, Category (camping, clothes, motorcycle, extras, tools, etc.), Location and Weight. To determine the weight of each item, I stepped onto a digital bathroom scale, noted my weight and then picked up each item off the table and looked at

the difference. Subsequent trips to different locations and on different bikes I did the same and updated the list. What I came up with was an extensive list of packing items arranged by category along with the weight of each item.

Notice on the above list-image I added up the weights ("16.6" and "15.8") to show what the weight of each location was. The checkmark indicated that I had packed it.

Now I didn't weigh each pair of socks, or T-shirt, or roll of paper towels or other items. I am anal but not OCD. Instead I bundled them up into a stuff sack or container and weighed them together. That is, clothes were all weighed together

as were the camp items: pots, pans, cups, etc. I added a Comments column to identify the items within the bag/container. I don't reweigh items over and over unless I've made significant changes to that item. If I add an item to my packing list, I don't always weigh it, rather I 'guesstimate' the weight based on a similar item. Again, I am anal but not obsessive compulsive.

So now when I go on a trip I simply cut and paste the Items, Category, Location and Weight from my master list into a specific trip list. Sort it by Location and Category and then add up the weight per each location, e.g., pannier (left or right), Ortlieb bag, top case, etc. I then know if my packing is unbalanced. I can correctly set my preload on my GS and have an idea of how much stuff I'm carrying. It also acts as a good checklist so I don't forget anything (I've been known to bring the stove but forget the fuel). My pannier weights are never exactly the same but within a couple of pounds total on either side. Since doing this, I haven't had to re-pack my panniers because of an unbalanced ride. No longer does my bike unintentionally drift one way or another.

Now my riding compatriots give me a lot of grief about my lists and plans, but at camp they start asking me about my spreadsheet, the items on it and how much they weigh. At the next ride they start to admit they weighed their stuff and packed it so it all balanced out. I believe that many of my trips—particularly GS trips where balance is important—have all improved. And, I haven't forgotten anything essential. I can look back at past trips and see what items I packed and made sense to pack. Having a packing list makes my motorcycling trips that much better.



BMWRO ELECTION BALLOT

Ballot Must Arrive by Friday October 31, 2015 to
Alice LeBarron Secretary.

Direct your questions to any executive officer.
Telephone responses will be accepted.

Email voting is welcome.

Email: bmwro.secretary@gmail.com

Each member is allowed one vote.

“Please use the online voting option provided at the BMWRO
website under the “Surveys” link.”

It is completely anonymous.

**Only use this form if you are unable to vote
online at the BMWRO website.**

TO SNAIL MAIL:

remove this page from the newsletter (*or print this page*),
fold, place in an envelope and mail with postage to,
Alice LeBarron, 1627 NE Bear Creek Road, Bend, OR 97701

If using the “write in” for a candidate’s name, please print clearly.

| Office | Nominees | 1st person’s vote | 2nd person’s vote |
|-------------------|-----------------------|----------------------|----------------------|
| President | for 2 years | | |
| <i>nominated:</i> | Bob Metzger | | |
| <i>write in</i> → | | | |
| Secretary: | for 2 years | | |
| <i>nominated:</i> | Alice LeBarron | | |
| <i>write in</i> → | | | |

Moonshine Campout Sept. 23-25, 2016

by Forest McGregor

On Friday night, there was just a spark of life. RV campers—**Janet & Jay Bennett; Linda & Doug Tewksbury, Val & Brian Bach**—held the grounds; holed up in the Bennett RV while the rain poured down.

Come Saturday morn, the day would grow warm. From the southern Oregon “contingent”, Jim von Stien arrived with Forest close behind. He on his bike, she in a four-wheel cage—dog Ragnar along for the ride.

Dinner was planned for a BBQ Place in Toledo—the Twisted Snout—and Jay was anxious with the diminished numbers attending—okay, maybe *not* anxious, but the number of attendees did look dismal, like the weather. Nineteen had signed up on line, but this weekend came with rain. Our spirits were lifted when—before the dinner bell would ring—along came several good folk on cycles.

Former VP, club president and Rally Master, **Clarence Story**,



This creek runs near the group campground

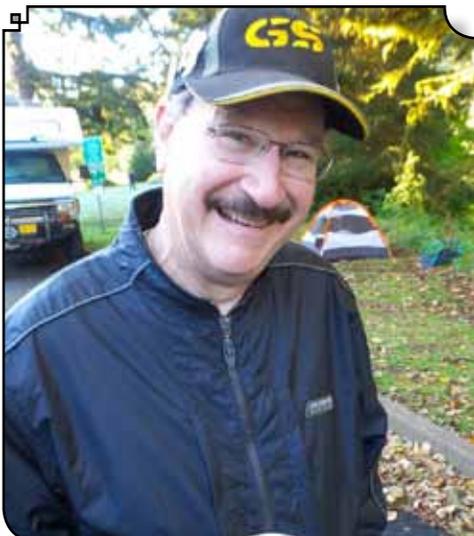
photo by Dan Russell

arrived with **Jim Osher** and—three-time winner of the club’s Golden Rider Award—**Bruce Moses** riding briskly into camp. We said our ‘hellos’ and proceeded to erect our tents.

I roamed the extremities of the camp site with Ragnar, returning to see a man I was about to meet assembling a very interesting cot. I asked him about it and he was openly warm and told me his story. The man was—and still is—**Don Chase** from Olympia Washington. Don told me that he likes the Oregon BMW riders club better

than the Washington club—hope I haven’t gotten you in trouble with this, Don—and we take it as a grand compliment: that he would travel from Olympia WA to join the BMWRO at the coast (sort of) on a rainy weekend.

While talking with Don Chase, I was interuped by a newish member of the club with whom I’ve met through email (as the Newsletter editor publishing his ride reports) who was—and still is—**Dan Russell**. It was a pleasure to meet you in person, Dan.



Bruce Moses

photo by Dan Russell



Dan Russell & Forest

photo by Doug Tewksbury



Dinner in Toledo

photo by Forest McGregor

By 5:00 pm, all new arrivals had their tents up and all but six suited up for the ride to the town of Toledo (25 miles) for good grub and suds. The **Twisted Snout** had some interesting art work—the pig “sculpture” with lipstick (photo below) only had the one arm/forelimb—like a pig so pretty should not be eaten all at once—and tasty burgers (sorry: no actual photos of food was taken). Conversation around the table broke into sub groups. After receiving the contentment of full bellies, we all returned to camp.

Back at camp, Doug and Linda had Saturday’s meal at their camper along with Dan, Don, and—additional Saturday afternoon arrivals—**Greg Ruth** and **Art Gardener**. Soon all gathered around a blazing fire as a fine mist of fog settled over the group. Thanks to Brian and Val, we had lots of wood to burn; and in the morning, there was another blazing fire. Thanks for bringing fire wood, guys.

History: besides those mentioned in this write-up, Jay Bennett is also a former VP and club President, as well as being our



Don Chase Demonstrates his Assembled Travel Cot

photo by Forest McGregor

current President. Doug Tewksbury is the Club’s communication liaison, web master for the BMWRO website, and Chief Joseph Rally master for 2017. Linda Tewksbury is the club’s current Treasurer.



NW Ambassadors Ride Report- August 2016

David Peterson #90113
Michael Ripley #191665

First Saturday—we are frequently finding—is an evolving moniker for our monthly get togethers. At first, we tried mightily to adhere to the obvious definition—a lively scamper held on the first Saturday of each month. But throw in a couple of holidays, add special events, and it becomes clear that the obvious definition is often more exception than rule. Henceforth, “First Saturday” shall mean “Our first Saturday...riding together.” Even then, we’ll have exceptions (remember our rainy assault on Marys Peak...on the *second Sunday* in July?).

Such was the setup for our September ride. Labor Day, then the Steens campout, moved us to the 17th. And it rained. Poured, actually. So much so that we offered a seat-of-the-pants alternative ride, one that would



have kept us in the neighborhood, with a warm breakfast, perhaps an hour down the road. And the response was nearly unanimous:

“Hell, no...we want to go for a ride!”

And so it was that six bikes and eight riders headed eastward. **Mike Ripley** led the charge, with **Kim Dorsing & Janice Mathern, David Morganstern, Colin Luther, and Doug Tewksbury** quickly falling in line behind him. Special kudos to

Doug—he rode up from Eugene, undaunted by the bluster and dark clouds he was riding through and to. **David Peterson** swept, with his trusty photographer, **Diane**, right behind him, ready to document the adventure.

Headed eastward...to where, you ask? Well, Mike had done his homework, discovering the GrassCar Racing season, which was holding its local finale in Wamic. “GrassCar” is souped-up lawnmower racing—a spectacle that must be seen to be appreciated. Even when the venue is 130 rainy miles away.

We had chosen a route that avoided the usual. Instead of loping up to Government Camp on US-26, we opted to take the backroads to Estacada. There we met **Frank Boyle**, who wisely decided that riding to Estacada from his home in Gresham made plenty more sense than an out-and-back to Tigard. From Estacada we aimed south, sights set on Skyline Road, our course correction to Wamic. And a funny thing happened as we wended our way along the Clackamas River: it stopped raining! I wouldn’t call it balmy, but it was turning into a nice day for a ride.



Blue skies in Wamic

photo by David Peterson

Fifteen miles south of Ripplebrook, Skyline Road (NF-42) abruptly turns east. It's much better marked than in past years, and even though it's barely a lane-and-a-half wide for much of its 27 miles, it's recently repaved—and a ton of fun to ride. By the time we reached US-26, it was warming and the pavement was even dry. And to think we had considered cutting this short.

Wamic—and its 36 residents—is situated just west of Tygh Valley and US-197. Founded as a mill town, it is now a farm and outdoor recreation community. It is also, apparently, a hotbed of national lawnmower racing, with a track and a contender for the national title. The **Sportsman's Pub & Grub** is home to the action—owned by a GrassCar team sponsor and proprietor of the race track, located just behind the restaurant. After a hearty lunch of chili, burgers, and onion rings, it was time to check out the action. Unfortunately, our leisurely lunch coincided with the day's race card; we managed to see just a couple of victory laps and exhibitions before the event wound down.



GrassCar Racers in the Heat of Battle.

photo by Michael Ripley

Mr. Morganstern hustled home early for an evening commitment. Then Doug bid us adieu as he headed south to Eugene; he later chronicled it as 468-mile day. The rest of us donned our gear, the black sky to the west a constant reminder of what we were in for. The rain started to spit before we fired up the bikes.

We decided to complete our loop, heading north to Dufur, then over Government Camp to home. Even in a rainstorm, we were loath to backtrack. Our one concession to the day's weather was to cut short a bypass through Marmot, a great road that we'll save for another time. Stopping for gas in Government Camp, it was clear from the smiles that a great time had been had by all.

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,
September Ride: 278**

**Total First
Saturday miles – 2016: 2,393**

[Sportsman's Pub & Grub](#),
56826 Wamic Market Road, Wamic,
(541) 544-3011



Not Quite Standing Room Only at the GrassCar Races

photo by David Peterson

Steens Narrows

photo by Jay Bennett



BEEMER BEAT Editor
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Grants Pass, OR 97526



Visit our website at:
WWW.BMWRO.ORG