



# THE BEEMER BEAT

Newsletter of the  
BMW Riders of Oregon



October, 2017

Volume 41, Issue #10

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



**Harbor in Vancouver Island, BC**

*photo by Scott P.*

**Jim and Dan's  
Almost Excellent  
Adventure**

from Dan Hall, see page 9.

**Voting Instructions**

see page 3 of this issue.

**Meeting Minutes**

See page 5 of this issue.



# BMWRO

## Coming Events



### Club Sanctioned Events

- Event:** **Winter Celebration and Quarterly Member's Meeting**
- Date/Time:** **TBD.** November is the month this has traditionally taken place.
- Place:** **TBD.** Eugene.
- Description:** **TBD.** Traditionally, a White Elephant Gift Exchange was part of the festivities; but it has been discontinued in recent years.
- Contact:** Bob & Lindy Metzger & Chris Henry

### Recurring Events

- Event:** **Central Oregon 2<sup>nd</sup> 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](mailto: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](mailto:jpbior@aol.com) or Bob Metzger **608-642-1186**  
[bobmetzger51@gmail.com](mailto:bobmetzger51@gmail.com)
- Event:** **Southern Oregon 1<sup>st</sup> 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](mailto:dnehall@frontier.com)  
Mark Collier **541-499-1395**  
[mcollier5895@gmail.com](mailto:mcollier5895@gmail.com)

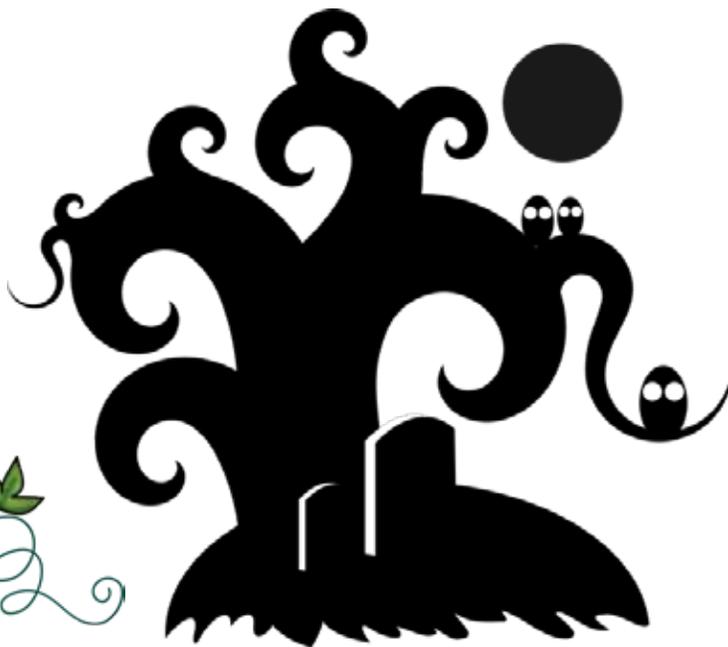


- Event:** **NW Oregon 1<sup>st</sup> Saturday Ride**
- Date/Time:** First Saturday of each month
- Location:** Various breakfast and ride locations in the Northwest Oregon Region.
- Description:** Finding the twisties and connecting with our membership for grins and food sharing.
- Contact:** David Peterson **503-327-5592**  
[dwpeterson01@yahoo.com](mailto:dwpeterson01@yahoo.com)  
Mike Ripley **503-789-2966**  
[gobeezer@live.com](mailto: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](mailto:don@mredsmoto.com)

### Heard-On-The-Road

- Event:** **Ride the Tires Off Mileage Contest Ends**
- Date/Time:** October 7, 2017, from 9:00 am to 5:00 pm
- Place:** European Motorcycles of Western Oregon
- Description:** Mileage contest finale party at European Motorcycles of Western Oregon. Celebration time TBA. Grand prize awarded!
- Contact:** Bob Metzger **608-642-1186**  
[bobmetzger51@gmail.com](mailto:bobmetzger51@gmail.com)



## Time to vote for BMWRO officers

As of October 1<sup>st</sup>, you will be able to cast your votes for BMWRO Club Vice President and Club Treasurer for the upcoming 2-year term.

### Voting will be through our website.

Each member will have one vote for Vice President and one vote for Treasurer. Dan Russell is running unopposed for Vice President, and Steve Polansky is running unopposed for Treasurer.

It is possible to add a write-in candidate. Your vote is anonymous, but you must be logged in to the [bmwro.org](http://bmwro.org) website first.

**Once you have logged in, scroll to the bottom of the left-hand menu and click on Surveys, then choose 2017 Officer Election.**

If you have problems logging in or problems with the electronic voting, please contact our webmaster Doug Tewksbury at [bmwro.web@gmail.com](mailto:bmwro.web@gmail.com).

For those members who are unable or prefer to not do electronic voting through the website, you may send an email with your choices to [bmwro.secretary@gmail.com](mailto:bmwro.secretary@gmail.com)

Voting closes at midnight Oct. 31st.

New officers will be announced at the Fall Meeting in November and their terms will start January 1st.



# BMWRO President's Message

by Bob Metzger



## Group Rides & Managing Risk

By the time you read these words, R. Scott Harris will have been dead for the past several months. He went out for a group ride at the end of February and did not return home.

Group motorcycle riding is a risk-prone activity. Just the same, we all do it. As with any risk-prone activity, we need strategies to help manage risk. Ride outside the envelope of those strategies and things can—and do—go wrong very quickly. The questions become: How much risk are you willing to acknowledge and accept? Are you willing to accept the consequences of your actions?

The National Highway Transportation Safety Administration (NHTSA) tells us that per vehicle miles traveled, motorcyclist fatalities occurred 26 times more frequently than passenger car occupant fatalities in traffic crashes. (Reference: DOT HS 812 148). Of course, that is true because we riders are just more



vulnerable. Most authors, and studies, try to grapple statistically with issues of motorcycle crashes and fatalities. That's fine. I don't have a problem with that. What I do have a problem with is that lately some have begun to question the value of motorcycle training strictly by the numbers. They ignore the elephant in the room—personal responsibility. How do I, as a motorcycle safety instructor, implant personal responsibility into every student? I can't.

I want to take a step-by-step critical look at the newspaper article reporting Scott's crash. Let's see what we can learn. Permit me some assumptions.

The crash occurred early in the riding season on Saturday, February 25<sup>th</sup>. If you've been off your motorcycle for a few months, riding skills begin to deteriorate. The excitement of finally getting out to ride on a singularly nice day with your buddies may "throw caution to the wind" as the popular saying goes. I suspect there was an element of this involved.

Scott was 58 years of age. Aging for motorcycle riders is a big problem. I know—I am an aging rider. Reaction time begins to slow. Eyesight becomes less acute. However, there are a few tactics one can employ to combat aging when it comes to riding a motorcycle. Continuing to hone

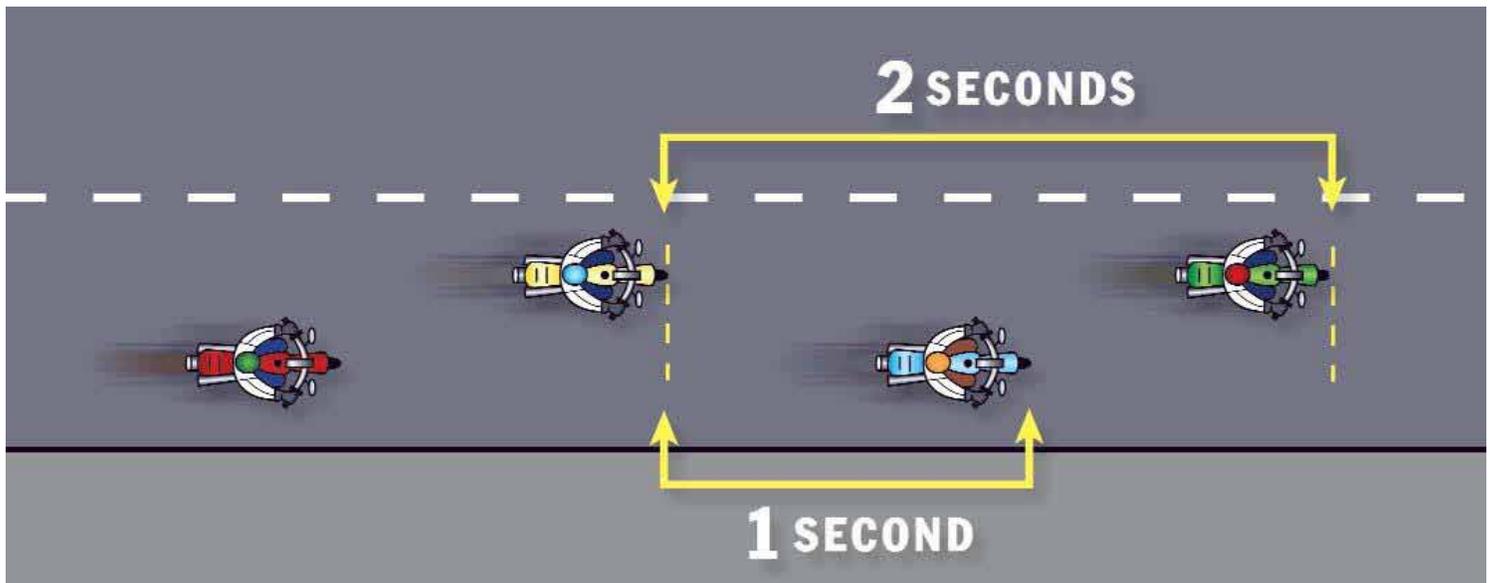
your riding skills. There is a saying, "practice makes perfect." Wrong! "**Perfect practice make perfect.**" Unfortunately, only a tiny fraction of riders seek out advanced rider training. Physical skills are great, but they must be coupled with good mental motorcycling skills as well.

The newspaper article told me that Scott was a member of a group of 50 to 60 riders. **Whoa!** That's not a group ride... that's a parade! That number of riders is probably ten times what a safe number of riders should be for a group. A group that large flies in the face of the old adage, "ride your own ride." Obviously, the rider skill levels in that group were diverse. In a group that large, "group-think" becomes a critical factor. Riders push their personal skill level to conform with the norm.

Back to skills. Scott's motorcycle was reported to have veered off the road and struck a tree. A second motorcycle braked and swerved to avoid Scott's motorcycle and crashed. The instructor in me immediately begins to question: 1) speed as a factor, 2) effective braking and swerving skills, 3) target fixation and the use of proper head and eye discipline, and 4) lack of proper group riding practices? Granted, I was not there. I'll be the first to admit that; but I would be willing to bet I am correct on at least 3 out of 4 points listed above.

Let's take a look at a few simple strategies that will help insure that we come home at the end of the day from a group ride.

- Do keep it small. Break the group up into a manageable number of riders. I suggest no more than five. Let everyone know meeting points and times along the planned route before you "boot the side stands".



- Do place less experienced riders up front. Placing less experienced riders in the rear may cause them to over ride their skill levels while trying to keep up.
- Don't lose riders in your group. We are our brothers' keepers. Every rider should make certain the rider behind them is present and accounted for at all times.

- Do keep your distance from other riders. While traveling use a staggered riding formation style. When stopped you may pair up, however return to a staggered formation once wheels are in motion.

Each rider is responsible for maintaining a space cushion from other riders in the group. Every rider should also be thinking about an escape path of travel should things go wrong ahead.

### NEVER RIDE SIDE-BY-SIDE IN PAIRS.

Lindy and I wish everyone safe traveling this riding season. I look forward to seeing those I know, and making the acquaintance of many more at our various club events. Remember when it comes to motorcycling: don't let your brain write a check that your skills can't cash.

Head and eyes up!

*Bob* 

## BMWRO Regular Business Meeting-Minutes September 23<sup>rd</sup> 2017 Antique Powerland Museum Event

**Officer Present:** Bob Metzger,  
President

**Members Present:**

Chris Henry	Skip Grosser
Bill Habel	Gary Thyne
Lance Raber	Steve Woodward
Ann Asbell	Randy Vott
Tom Tuttan	

This meeting was a substitute meeting to that cancelled earlier in the month due to extreme smoke conditions.

**Note:** this meeting was an informal discussion due to low turn-out and only one club officer in attendance.

Meeting began at: 12:15 p.m.

The discussion centered around three main points:

- 1) The need for a Rally Master for the 2018 Chief Joseph Rally. The duties of the Rally Master were discussed, as was that of the ExCom rally committee. There were no volunteers. Bob Metzger explained to the group that without a Rally Master the 2018 event may be a reduced version of previous rallies. Also noted, The Chief Joseph Rally is the keystone event of the organization and critical to a viable BMWRO organization.

- 2) The upcoming election for ExCom club officers was discussed. Bob Metzger once again explained that this is a volunteer driven organization. Time is of the essence. Nominations for the office of Treasurer and Vice President were solicited. There were no nominations offered.
- 3) Bob / Lindy Metzger and Chris Henry will be coordinating the November Annual Meeting to be held in Eugene.

Meeting ended at 12:45 p.m. 



## NEW MEMBERS

### Motorcycle

**Bob Ash**, Bandon, OR ..... cycle unknown  
**Anton Bokal**, Ashland, OR ..... cycle unknown  
**Larry Lansdowne**, Bend, OR ..... cycle unknown



## Bylaws, Policies & Guidelines

If you are interested in any of the above, just visit our website and download. [www.bmwro.org](http://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](mailto:bmwro.pres@gmail.com)

### Vice President:

Scot Lamper, (503-706-1601)  
[bmwro.vp@gmail.com](mailto:bmwro.vp@gmail.com)

### Secretary:

Alice LeBarron, (541-647-7194)  
[bmwro.secretary@gmail.com](mailto:bmwro.secretary@gmail.com)

### Treasurer:

Linda Tewksbury (541-543-7943)  
[bmwro.treasurer@gmail.com](mailto:bmwro.treasurer@gmail.com)

### BEEMER BEAT Editor:

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### Club Liaison

Doug Tewksbury  
[bmwro.news@gmail.com](mailto:bmwro.news@gmail.com)

### Activities

Scot Lamper, (503-706-1601)  
[bmwro.vp@gmail.com](mailto: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

[jpbior@aol.com](mailto:jpbior@aol.com)

**Bob Metzger**—608-642-1186

[bobmetzger51@gmail.com](mailto: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](mailto:alicelebarron@hotmail.com)

### Southern Region

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

**Dan Hall**—541-862-7411

[dnehall@frontier.com](mailto:dnehall@frontier.com)

**Mark Collier**—541-499-1395

[mcollier5895@gmail.com](mailto: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](mailto:dwpeterson01@yahoo.com) & [www.wfodave.smugmug.com](http://www.wfodave.smugmug.com)

**Michael Ripley**—503-648-0578

[gobeezer@live.com](mailto: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

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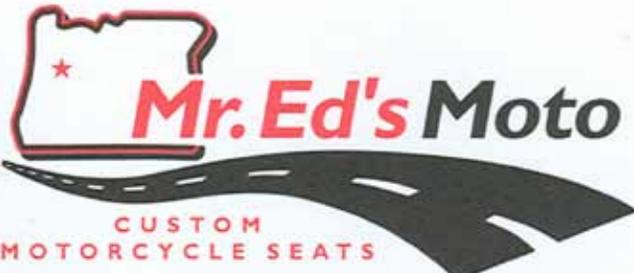
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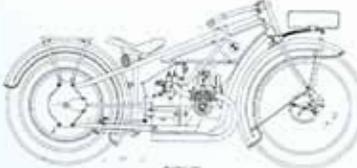
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# The Smell of Old Oil And Grease

by Bob Metzger

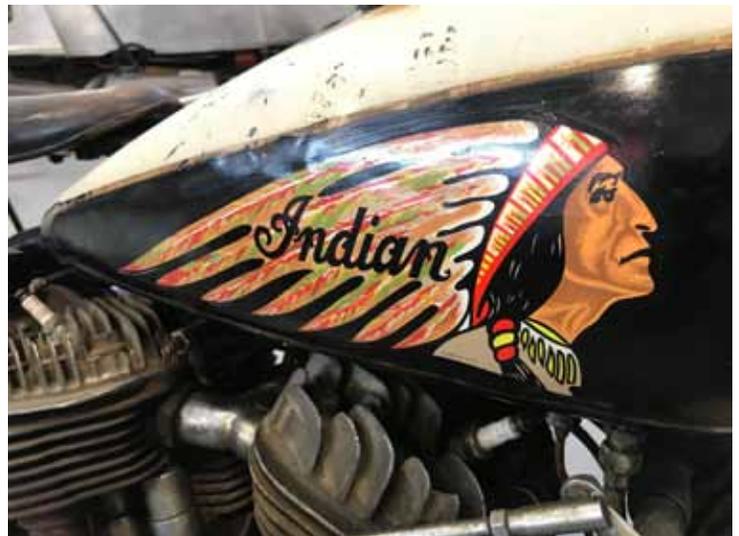
On Saturday September 23rd, ten club members met at the Northwest Vintage Car and Motorcycle Museum in Brooks, Oregon. This museum is part of a larger collection of vintage powered artifacts known as The Antique Powerland Museum. If you have never been there, I urge you to visit. They have fascinating displays from by-gone days. It's fun to peruse all the vintage machines whether they have four or two wheels. The autumn riding was perfect.



Whenever I see old machines such as these, I'm impressed with how people years ago fabricated and constructed their machines. There was no computerized design. However, there was a great deal of common sense and experimentation that went into the final product. Some of the design solutions were nothing short ingenious given tools and materials available. You can almost sense people standing around a prototype in the back of some shop brainstorming ideas on suspension, carburation, and brakes.

The other thing I was struck with was the artistic thought that went into the logos of the day, as well as the names given the motorcycles. The machines may not have been fast, but that did not inhibit designers from making the motorcycle "look" fast... right down to the brand.

We had a great discussion session and lunch in the antique Texaco Station. It really was gratifying to connect with BMWRO members in attendance.



# Jim and Dan's Almost Excellent Adventure

from Dan Hall

On a smoky Saturday morning in September, nine BMWRO riders on eight bikes left Grants Pass headed north up Cow Creek Road, towards Canyonville. After passing through Glendale, we meet up with **Carl Bolden**, from Lookingglass and immediately see a big "road closed" sign blocking the lane. Our fearless leader, **Mark Collier** just goes around the sign and, naturally, we all follow; what could go wrong?

We are soon riding through miles of the recent fires in this area. There were lots of burned hill sides and some still with smoldering stumps, but no flames. After several more closed road signs and two missing bridges—where we rode through short dirt sections—we came to a stop sign about three miles from Canyonville—and hopefully lunch. I'm the last guy in line and **Jim von Stein** is just ahead of me stopped at the sign. I look to the left for traffic and start to accelerate, thinking that Jim has already moved from *stop* to *go-fast* mode. Unfortunately, Jim was still stopped and I hit him at maybe two mph.

Result: damaged front fender on the 700GS and tweek'd left saddlebag on the 650GS. After a few minutes of trying to close the lid on the busted saddlebag, we decide to just RokStrap it to the rear rack on Jim's bike and proceed to lunch at Ken's Burger joint.

Later we duct tape the fender on the 700GS. After lunch we all break up and head for home with some of us stopping at Galice for music on the deck and some refreshments. Nice ride in spite of the smoke and the bumpety-bump.



# An unlikely start for a new rider

from mysterious member

A good day was when a person on a motorcycle gave Bre an approving wave, as she zipped along on her Vespa scooter. I kept hoping her enthusiasm for riding would pass and she'd just be happy riding the Vespa. Her five-year anniversary gift from me was a Vespa scooter (*no jewelry please*) but a scooter would be nice. Truth be told, I wanted Bre to be safe, and would rather she take up sky diving than riding a motorcycle on the road. But she's an adult and makes her own choices ...I resigned myself to supporting her the best way I could.

During the BMW cookout along the Umpqua River this past May, I was lucky to have an opportunity to ride with Jim von Stein as he led me on a ride to a coastal lunch at Crabby's in Winchester Bay, OR. I was impressed with Jim's riding, and how much he loved his F650GS.

The return ride to camp after lunch was a visual treat as we snaked through multiple forest roads. I worked hard to keep up with Jim on his nimble F650GS thumper, while I lugged my S1000XR throughout the trail.

After the ride—and Jim's enthusiastic endorsement—I



The view from above...

decided I would look for an F650GS and surprise my wife. My thought process was she would have the ability to sample both on and off road adventures with this dual sport bike (and hopefully choose the dirt as her preferred surface). And if I could find a "low seat" version it, would be an ideal match for her.

I returned home to Bend from our BMWRO campout along the Umpqua river and began looking for a nice F650GS. Little did I know, we'd be back to this area in just three days to take delivery of a nice one.

You ever notice those houses perched up on the dunes with

views of the Pacific ocean near Bandon and Gold Beach? Well people really live up there, and sometimes you'll discover a nice little BMW for sale in spots like this. Our sprinter van was huffing and puffing up the steep rocky road when we finally arrived to find this nice little, one-owner, 2007 F650GS.

We loaded the bike into the trailer and headed to The Steamboat Inn for lunch and launch.

After a great lunch along the Umpqua river—it's rushing sound only slightly drowned out by a group of Ducati riders doing shots outside on the patio—Bre unloaded the bike from the trailer to begin her first ride along Route 138 to Bend. The plan was to have me lead in the sprinter van and allow her lots of time to become comfortable with the bike at a manageable 45 mph. Secretly I was hoping to offer her a less stressful familiarization ride, since it had been a few years since her endorsement & motorcycle safety course in NH. But blocking her from oncoming cars with the sprinter van in the lead seemed like a



Bre with 2007 F650GS

reasonable plan. Little did I know how her first ride would unfold in the next seven miles.



The Ducati rider group left the parking lot with high revs and noise, and we departed about 90 seconds later with the sprinter in the lead—Bre following on her bike. Moments later we saw a lone Ducati rider lying on his back in the middle of the road and his bike in pieces lying up against the rocky outcropping. No other riders present, and none returned to check on him. Kneeling over the rider were two paramedics who happened to be on their way to the fire station, 20 miles away.

With no cell service available, and our van—plus—trailer too long at 42 feet to initiate a u-turn on Rt. 138, another motorist drove back to The Steamboat Inn to call



for an ambulance. The paramedics suggested we should continue east, and we did after Bre said she was fine and wanted to keep riding. Six miles later, as I was preparing for the left hand bend in the road, I could see this huge pile of smoke or dust ahead. Little did I know a Mazda Miata was tumbling towards us.

As the Miata came to a rest on it's side, we heard the driver screaming for help. We quickly evacuated the driver, placed her in our sprinter van, treated her for shock, and waited for help.

A couple hours passed as the medical personnel in the area were busy tending to the critically injured Ducati rider. Eventually the ambulance collected the relatively unharmed Miata driver, and Bre continued her ride several miles to Diamond Lake as planned. Bre re-loaded the bike on the trailer and we headed home to Bend. An eventful first experience for this new rider and a story which would be hard to dream up.

A few weeks later after the Chief Joseph Rally, Bre decided she liked riding, but keeping up with me was a bit uncomfortable on the Thumper (especially after we added new Heidenau K60 tires).

We were planning a week-long trip to Vancouver Island in the coming weeks, and I decided to begin looking for a new bike for her—one which might be better suited for touring. Fortunately, Ranier Helmke from BMW Western Oregon guided me to what has turned out to be the perfect bike for Bre—a matte black F700GS. Thank you Ranier: it's a perfect fit and she loves it!

Her first extended trip was a three & a half hours from Bend over the Santiam Pass at 5:30 am for a first service prior to our trip. Temps for her first long solo ride were



around 35° on the pass. Ugh... She's from Duluth Minnesota, but even Bre found the riding weather a bit chilly. (Thanks to Todd of BMW Motorcycles of WO for all you did).

After service, we grabbed a hotel and the next morning we headed North to Vancouver Island avoiding highways whenever possible

1,280 miles of fun riding to BC during the week. Thanks to BMWRO and BMW Motorcycles of WO (Ranier and Todd) for everything. Bre loves her bike, and it's enhanced her enjoyment of motorcycling significantly.

We are having a blast touring and exploring together, and we appreciate all of your support.



# NW Ambassadors Ride Report – September 2017

David Peterson #90113

Michael Ripley #191665

Being a ride leader means being creative in the quest to demonstrate that “variety is the spice of life.” But this month, creativity was especially essential, as wildfires blocked pretty much every route to the east. Many of our regulars have commented on how much they enjoy pointing the bikes eastward when we gather. We’ll get another chance in October, but after that, low sun and chilly temps make can make riding at elevation a risky proposition.

So westward ho, it would be.

When we finally put out the word of an altered route, we thought enthusiasm would wane. Instead, sixteen riders on fourteen bikes showed up, itching for a ride—away from the smoke. Thanks to Mike’s sabbatical, we even got a pre-ride route and restaurant review. It was going to be a good day.



At the appointed hour, the ribbon of riders unfurled. Mike took the lead, chased by (in no particular order) new (to us) riders **John Johnson** and **Lance Raber** and a host of regulars—**Kim Dorsing & Janice Mathern**, **Chris Henry**, **Frank Boyle**, **Steven Polansky**, **Cliff Dunn**, **Ric Holderbaum**, and **Mark Wegener**. **Camron Rust** and his wife, **Karen**, were also among the throng—he on his trusty K1600GT;

she on her new Spyder—a first for the group. **Neal Malagamba** swept the two-wheelers and **David** and his trusty action photographer, **Diane**, were in the way-back.

Now, you might yawn when we tell you Astoria was the destination. It’s a ride most of us can do in our sleep (this is a metaphor, not a suggestion). Our habit is to find the road less travelled—and to flog it mercilessly. Today that meant bypassing Cornelius Pass Road for Old Cornelius Pass Road, Skyline, and Logie Trail. Then bypassing a long stretch of U.S-30 for the Scappoose-Vernonia Highway and OR-47 to Clatskanie. Much as it pains us to share secrets, it is our duty to report that, newly-paved, OR-47 from Mist to Clatskanie may just be the top road segment in the state.

We had been riding for two hours, when we stopped for a break near Westport, where we found **Dale Mosby** waiting for us. Again we were off, with only 35 miles to lunch. When planning routes in Oregon, we’re constantly reminded how undeveloped much of the state is. On the other hand, main



Carving the clear cut near Clatskanie...

Photo by Diane Peterson

routes are laced with a myriad of side loops that most of the time go unexplored. Not today. The next time you're westbound on US-30, take Gnat Creek Road. Maybe even stop at the Twilight Eagle Sanctuary overlooking Cathlamet Bay. Then cross US-30 onto the Hillcrest Loop. You'll eventually end up in Astoria. But the smile on your face will be even bigger.

In our case the smile quickly turned to a frown, followed by gnashing teeth. Astoria's become quite the gentrified destination in recent years. We never did discover the delay, but the last five miles to lunch were a slog.

**Buoy Beer Company** is Astoria's latest offering to the frothy craft beer market. Up and running since 2013, it operates in an abandoned cannery along the waterfront, immediately establishing it as a "must-visit" to hungry and thirsty visitors. They don't take reservations, but they were gracious enough to allow us to call ahead to be added to the waiting list. Unfortunately, our traffic delay caused us to miss our table call, so we spent another forty-five minutes, visiting, enjoying the waterfront, and posing for pictures.



**Cooling our jets on the Columbia.**

*Photo by Anonymous*

Eventually we found our way to the tap room, where the wait staff serviced us all with exceptional aplomb. The general consensus was that the wait for food had been worth it. The beer? We'll have to get back to you on that.

As we were making our return plans, a few folks announced that they would take the straight line home. Karen in particular pointed out that twisty roads on three wheels were perhaps more of an upper body workout than she'd bargained for. Still, she handled those corners like a certified pro. We look for weight-training her on many future rides.

During lunch, we were reminded that we indeed live in Oregon...it started to rain! Not to worry, we thought; it will pass while we dine. It didn't. No big deal, we rationalized; it will end as we pass clear the coast range. It didn't! In fact the rain accompanied us all the way back to Vernonia. But given the fires and the smoke-clogged skies, it was actually a welcomed development. OR-202 through Jewell and Mist is always a treat regardless of weather. The huge stands of bugling elk in Jewell Meadows only served to accent the experience. Polansky, our New York transplant, was particularly ebullient about this unexpected sighting in his beloved new home.

We stopped in Vernonia to say our goodbyes. It was not the ride we'd intended. But it was a very good ride indeed.

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](mailto:dwpeterson01@yahoo.com).

**Total miles, August Ride: . . . . . 268**

**Total First Saturday miles – 2017: . . . . . 2,052**

**Buoy Beer Co.** No. 1 Eight Street, Astoria, OR . (503)325-4540



**Pit stop near Jewell.**

*Photo by Diane Peterson*



# Disgruntled Jim von Stein

*photo by Dan Hall*



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