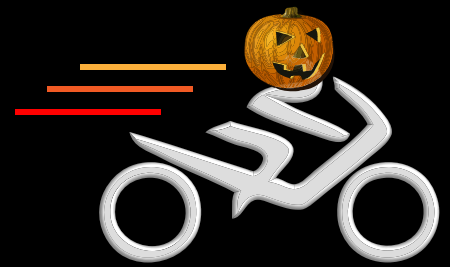




# THE BEEMER BEAT



Newsletter of the BMW Riders of Oregon

October 2020

Volume 44, Issue #10

Founded 1976 - BMWMOA Charter #83, BMWRA Charter #264

## Where Roads Lead Us

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Steve Miller's F800GS

Photo by Steve Miller

## Evolution of the Witch - Happy Halloween!



# BMWRO President's Message, October 2020

By the time that this issue of Beemer Beat hits your Inbox, I hope that we are again riding under blue skies, breathing clear, crisp air, and enjoying the colors of fall.

For a little over a year, now, we've had the good fortune to be working with our graphics designer, Kathy, who takes our newsletter stories and photos and, using her creativity and professional skills, produces each issue of our Beemer Beat newsletter. Thank you, Kathy, for doing such a great job for us!

## Upcoming Club Elections

During October, members will be voting for the President and Secretary of our club as well as voting on whether to approve the proposed changes to our Bylaws. You'll be receiving voting instructions by email.

Kim Dorsing is running for the two-year term of club President and Linnea Alvord is running for a second two-year term as club Secretary. These terms will start Jan. 1, 2021. I feel that BMWRO will be in very good hands with these two as well as the current VP Liz Jones and Treasurer Dave Cook!

The proposed Bylaw revisions that you will be voting on this month were summarized in the August issue of Beemer Beat. Both the current Bylaws and the proposed Bylaw revisions can be reviewed on our website in the Documents folder. Once you are signed in to the BMWRO website, click on Documents. Then click Bylaws and Policies. You can then see the current Bylaws dated 2018 and the Proposed Bylaws dated 2020.

## BMWRO Motorcycle Safety Program

I want to draw your attention to the 3rd Quarter Meeting Minutes on page 6 of this issue. I'm really happy that the proposal for the BMWRO Motorcycle Safety Program was unanimously approved by the members who attended the meeting. Over the next month or two, your Executive Committee will work out the details of this new club program. Watch for updates on this. My hope is that this will further encourage you to keep honing your riding skills!

## Hansen's Employee Relief Fund

You'll also note of this issue), that our club has set up a Hansen's Employee Relief Fund so that BMWRO members can collectively make a contribution directed to helping families of Hansen's BMW who have been affected by the fire. BMWRO will match donations up to \$1000. Please make your contributions to this fund by Oct. 10th. Details for making your donations are included in the 3rd Quarter Meeting Minutes.

Hansen's BMW also has a GoFundMe account set up for the purpose of rebuilding after the fire. I know that some BMWRO members have donated directly to this fund.

This has been a sad loss in the midst of many, many losses over this past month. Thank you, BMWRO members, for your caring and generosity.

I wish you good health and safe riding!

Alice



Photo by Bruce Henriksen



# In The Headlight

## Meet BMWRO Member Dan Hall...in his own words

I have been a BMWRO member since 1999 after meeting Ross Carol at Hansen's BMW of Medford. There he showed me that year's BMWRO Rally T-shirt.

### *Almost a Harley*



### *In the Beginning*

I started riding on a Sears Puch moped in South Haven, Michigan in the late 1950's. I Was age of 14.

If you had 2 HP or less, yes just 2 HP, you could get a license. The moped was good for maybe 25 MPH on a good day, 30 MPH downhill! My best friend over in south-western Michigan would join me and we could ride on the Lake Michigan shore as far as we wanted to go, and it was great having mobility at that age. Soon most of our friends had scooters or small bikes and we checked out all the back roads in our area. My longest trip was probably the 25 miles to visit Elie shortly after graduating from High school.

**Bikes I have owned and my favorites:** I have a list of every bike I have owned, purchase date, purchase cost, miles ridden, etc. The list is 3 pages long, I'm not sure why I started this and I don't know anyone else this crazy. It is interesting to occasionally look back and remember all the bikes. (I try to hide the overall costs from Elie.)

In the early days I had lots of Japanese sport bikes and enduros, before discovering BMW's in 1989 with a 1978 R100RS. I have lots of favorites - starting with my new 1966 Yamaha Big Bear Scrambler, Ducati 900SS, BMW R1100GS, R1100RS, and more recently my current 310GS. The most miles on one bike goes to the R11RS with about 40,000 over the 7 years that I owned it. I have owned 12 BMW's over the years and we are lucky to have Hansen's close by for service and sales.



**Dan Hall on R1100RS**

*Photo Submitted by Dan Hall*

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# In The Headlight

continued from Pg. 3

Best ride memory is our trip to La Paz with two other BMWRO couples in 2006, great roads, beautiful scenery and great food. Also, some great rides in British Columbia with the same couples. The Lost Coast of Northern California is also a favorite. I've ridden this trip many times and even one time with our current BMWRO VP; Liz Jones, Jeff Jones and BMWRO editor; Carol Dallas. Also, I have to include the 1977 ride from Grants Pass to Denver with my then 13-year-old son to see my sister.

I have been married to Elie for 59 years and she was the BMWRO Treasurer for 6 years and we also took care of the Rally pre-registration for 5 years when it was all done by hand with registration checks starting to arrive each January for deposit.

We have hosted a couple of BMWRO campouts over the years and I always look forward to the club campouts. Elie quit tent camping a few years ago when we got blown out of our tent in Death Valley on a trip with Liz and Jeff Jones and Tom and Linda Dew. I enjoy riding off road as much as on the road and we have endless dirt roads locally to explore.

I have been leading local club rides as Southern Oregon Region Ambassador for 10+ years and enjoy meeting all the local riders.



***On the way to Lost Coast with 650GS*** Photo Submitted by Dan Hall

This year has been a strange one and hoping to lead some rides soon. No doubt the best thing about the BMWRO is meeting all the people and making some great friends over the years.

**Editors note:** Thank you, Dan and Elie, for being Members of BMWRO. Thoughts and appreciation to Hansen's BMW of Medford .

# BMWRO Third Quarterly Membership Meeting

Location: Crystal Crane Hot Springs

Hosted by: Carol Dallas

Date: 9/12/2020

Attended by 20 Members, 1 Non-Member

Meeting was called to order by club President Alice LeBarron. All in attendance thanked Carol Dallas for hosting this event. Each person in attendance introduced themselves. The minutes of the 1st Quarter meeting held in January were approved as published in the February issue of Beemer Beat. There was no 2nd quarter meeting due to Covid 19.

Treasurer's Report by Dave Cook was presented by Alice:

- **Bank account balance 9/8/20: \$31,845.82**
- **2020 Projected Income: \$7560**
- **2020 Projected expenses: \$7247**
- **2020 Projected net profit \$ 313 (Alice's note: this number will be less due to loss related to cancellations from this 3rd Quarter event)**

Membership Report by Gavin Silasky was presented by Alice: Current membership total is 279 which includes 6 Lifetime, 215 Primary, and 58 Spouses/SO's. This year we do not have 300-400 Associate members due to no Rally.

Activities Report by Liz Jones— We had a full calendar for 2020 but had several events cancelled due to Covid. Two were held: Edson Creek and Crystal Crane Hot Springs. Planning for next year.

Newsletter Report by Carol Dallas: The new email for the editor is [bmwro.editor@gmail.com](mailto:bmwro.editor@gmail.com) which has been printed in the newsletter for the last two months. Carol urges members to send her stories and photos for the Beemer Beat.

Ambassador Reports – Central and Northeast Region (Alice) is still having monthly rides. For Winter she plans to meet at local places for a bite to eat (aka Meet & Eat).

Rally Report – 2021 dates are June 17th – 20th. The following weekend is the MOA National Rally in Great Falls, MT. Alice LeBarron is Rally Master for 2021. We will be needing a new Rally Master for 2022. An ideal plan would be for anyone interested in taking on this role in 2022 to work with Alice for CJR 2021 to learn the role. If interested, contact Alice.

**Old Business:** The webmaster role remains vacant. Currently, the duties are split between the Exec Committee members. We will leave it to next year's officers to assess & determine whether to continue this role in our club's structure.

## **New Business:**

- 1 General Liability Insurance and Directors & Officers Liability Insurance was reviewed by Liz Jones. There is a new General Liability policy in place for club and membership. This was reviewed in the August Beemer Beat. Liability waivers are signed by members & non-members during on-line event registration. We need to have paper liability waivers available at sanctioned events in case there are any non-member drop-ins.
- 2 Proposed changes to Bylaws were summarized in August Beemer Beat. Voting to take place in Oct.
- 3 Charitable Contributions - Email Alice to suggest recipients. The history of recipients and amounts of our charitable contributions over the past 6 years were published in the September Beemer Beat and will be added to our website in the Documents folder.

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# BMWRO Third Quarterly Membership Meeting

continued from Pg. 5

4 Secretary Linnea Alvord is in charge of elections. She was unable to attend this meeting. We have one nomination for club President for the two-year term starting 2021: Kim Dorsing. Kim was present at this meeting and shared his campaign slogan: "A pie at every campsite". There were no additional nominations for president. Linnea Alvord is running for a second term as club secretary. There were no additional nominations for secretary. Voting will take place in October. Watch your email for instructions.

5 BMWRO Motorcycle Safety Program Proposal:  
In our bylaws, the stated purpose of BMWRO is:

- **To create fellowship among BMW motorcycle owners.**
- **To help create a positive image of motorcycling.**
- **To promote safety in motorcycle operation**

In support of the third bullet, a proposal was made to offer rebates to club members for any Team Oregon classes or clinics. We would plan for a limited number of rebates of specific dollar amounts when preparing the annual budget in November. Members would apply for the lottery in January, winners pulled at the beginning of February. Rebate checks would be issued to those members after proof of completion is received. A motion was made and passed to have this be part of the annual budget. The Executive Committee will determine how many rebates, and the dollar amount of rebates while planning each year's annual budget.

6 Member Brad Stark spoke about the recent fire which destroyed Hansen's BMW in Medford. Hansen's BMW is a family owned business which has been serving BMWRO members since they opened in 1972. Sadly, all was lost on September 8th when wind storms fanned the fast-moving Almeda fire in Ashland and tore through Talent, Phoenix and South Medford, torching businesses, individual homes and whole neighborhoods. Hansen's BMW was completely destroyed - their shop and all the contents gone in the blink of an eye. Although Craig, Connie and Mason and their families are all ok, one of their employees has lost his home to fire and all are out of work for the foreseeable future. Although a **GoFundMe** page has been set up for individual contributions, Brad proposed that we make a contribution collectively on behalf of BMWRO specifically for the employees at Hansen's and that the club match the first \$1000 in donations from our members. Contributions in the form of a check made out to BMWRO can be sent to our treasurer, Dave Cook at 7455 NE Haugen Rd, Corvallis, OR 97330. Please make a note that the check is for Hansen's Employee Relief Fund. Due to urgency, an email will be sent out to all members asap. Brad Stark will write up a draft email to send to all members. A motion was made and seconded to adopt this proposal and was approved by all members in attendance.

**Next meeting:** The 4th Quarter/Annual meeting planned for Driftwood Shores in November was cancelled due to Covid 19 concerns. We may have a Zoom meeting or publish reports in the December Beemer Beat. Decision has not yet been made. Motion to adjourn, seconded and passed.

Door Prizes were awarded immediately after the meeting, with thanks to **ROK straps, Aerostich, Grip Buddies,** and **Haynes** manuals.

# Crystal Crane Hotsprings Campout

Story by Alice LeBarron

## Soak it up, Buttercup!

Those of us who arrived on Thursday for the Crystal Crane Hotsprings Campout were treated to a spectacular night sky filled with a "Crystal" clear display of the Milky Way. Sadly, many of our members from the western side of the state had to cancel at the last minute due to road closures, windstorm damage, wildfires, and dangerous smoke levels. Harney County had the best air quality in Oregon, but by Saturday, the smoke was starting to move in.

Bill Lawrence and Dave Runyan headed out early Friday morning for breakfast in Fields before a jaunt to the top of the Steens. My group of 6 riders headed out from a more leisurely start (early morning soak!) for lunch in Fields. Our route took us from Crane down the Lava Bed Rd, past the Diamond Craters, and through the lands of the Malheur Wildlife Refuge to Frenchglen, where we took a little break.



**Frenchglen Hotel**

*photo by Carol Dallas*

Lee Striker, Phyllis Webb, Carol Dallas, Jim Breen, and Bob Ash followed me as we climbed up out of Frenchglen and then dropped down into the Catlow Valley where we were met head-on with a cattle drive. Soon we were surrounded by 600 head of cattle! Moo-oo! What's for dinner? This is where I wished that Diane Peterson had been on the back on one of the bikes to take some photos!

Riding along the Catlow Rim, the roadside was showing fall colors with the gold of Rabbitbrush in bloom and the fall colors starting to show shades of red on the plants that will later become tumbleweeds. Yes, I know that they're noxious weeds, but they sure were pretty! Further south in the Catlow Valley, the smoke was becoming more apparent, but then we climbed up out of it as we approached Long Hollow Summit before dropping down to Fields. There we treated ourselves to hamburgers and their famous milkshakes.



We followed the same route back to Crane, again with a stop in Frenchglen, where we enjoyed chatting with the cowboys who had been on the cattle drive earlier in the day. Where is Bruce Henrikson when we need him? I think he would have gotten some good photos of this encounter.

***Let's make a giant Milkshake look tiny***

*photo by Carol Dallas*

# Crystal Crane Hotsprings Campout

continued from Pg. 7

Back in camp, time for visiting with fellow members, and then another soak! This time, with fewer stars visible in the night sky.



*Jim Breen acquires secret number of cows*

*photo by Carol Dallas*

By Saturday, smoke obscured the distant landscape. Most of us chose to abandon our plans for more distant rides. Phyllis Webb, Carol Dallas, Steve Miller and I rode the short distance to Crane High School so we could cheer on Eva Hathaway, who was learning to ride her brand new BMW G310GS in the large empty parking lot with the very able instruction from Brad Stark. What a quick learner! Welcome to the community of motorcycle riders, Eva!

Juniper Cookhouse, out of Burns, catered our dinner Saturday before the Quarterly Meeting. I was getting worried because they were a little late arriving. My worries were for naught. The food was great and plentiful! It turns out that they were also feeding firefighters, which caused the delay.

One of the things that I really liked about the Crane Hotsprings location was the variety of accommodations. This site allowed for those of us who tent camp as well as those who prefer RV's, cabins, and motel rooms. You could even stay in a tipi or a sheepherder's wagon! Bonus was soaking in the hotsprings each morning and evening! Thank you, Carol Dallas, for planning and hosting this event for us! I heard many requests to do it again next year!

## NEW MEMBERS

Wil Shelton, Portland, OR.....1999 BMW R1100RT



## BYLAWS, POLICIES & GUIDELINES

These are located in the Documents section of our website:  
[www.bmwro.org](http://www.bmwro.org) and can be viewed by members who are logged in.

## BMWRO EXECUTIVE COMMITTEE

### President:

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

### Vice President/ Activities:

Liz Jones, 541-285-7573  
[bmwro.vp@gmail.com](mailto:bmwro.vp@gmail.com)

### Secretary:

Linnea Alvord, 503-816-9058  
[bmwro.secretary@gmail.com](mailto:bmwro.secretary@gmail.com)

### Treasurer:

Dave Cook, 541-7402484  
[bmwro.treasurer@gmail.com](mailto:bmwro.treasurer@gmail.com)

### Webmaster:

(Position is currently vacant)

## BMWRO COORDINATORS

### Membership Coordinator

Gavin Silaski, 503-333-2386  
[bmwro.membership@gmail.com](mailto:bmwro.membership@gmail.com)

### Newsletter Editor

Carol Dallas  
503-860-8787  
[bmwro.editor@gmail.com](mailto:bmwro.editor@gmail.com)

\*Submission date for the newsletter is  
the 14th (firm) of each month.

## Ambassador Program Welcomes New Members

### Central Western Region

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

Clarence Story—541-689-2822  
[ccstory@go-ducks.com](mailto:ccstory@go-ducks.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)

### 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)

Camron Rust (503) 307-2016  
[cbrust.00@gmail.com](mailto:cbrust.00@gmail.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)

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

## What's a rider to do with a Day off?

*By Bruce Henricksen*

The project manager came by Wednesday afternoon, mentioned that they wouldn't be picking up (Cabinets) until Monday. Huh? Okay, guess I don't have to be here? Packed my gear, morning comes early...

The coming day was but a premonition on the horizon as I wheeled my bike into the inky morning blackness. Thumbed the starter on my trusty steed, landing gear up, the air temperature was a balmy forty-five degrees. Foggy in places as I headed east.

or move over much. On top I met a cement truck, line truck and several other trucks. This early in the morning normally I wouldn't see anyone.

Exiting the east side, it was so smoky you could hardly see across the street. For some reason when I dropped down to the Columbia Gorge things cleared up. I found a ranger parked along the road so stopped and asked about camping. Parks were "day use only" except... they were currently closed for treaty fishing. Ranger mentioned I could use anything else I could find, just ducky...

Decided to cross back into Oregon, there is a favorite where river access is possible. Nice to get into the water. Later thought I'd check for possible campsites, too many people for me. Crossed the mountains, there is a site on top that I have never been into. Turns out it is more for horses than tents plus it's at five thousand feet so would be cold.

Dropping down to the John Day River the first park is closed. I did find another just off the highway a piece. This one was empty, my kind of camp site. Creek side, someone had stacked rocks in a circle making a pool deep enough to get into. It was still real close to ninety degrees, felt nice.

Later in the evening a couple of dual sports showed up on their way home from the Idaho BDR. Nice to have evening conversation. Morning comes early for me, had to scrape frost off the bike seat. It did warm to thirty-seven degrees about the time I was ready to leave.

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continued from Pg. 10

I had fired up the Jet Boil, made a couple of cups of coffee and a Mountain House, seemed a little short. In Long Creek I was able to get another breakfast, works for me. Out here don't pass up food or gas. Oh, it has warmed up to sixty-five degrees, pleasant it is.

I found a deserted park along the river where I could get into the water and hang out for a while. The smoke situation was better this morning however the forecast was for high winds on the Gorge. Couldn't come up with a ride path for the day so headed home. It was hot and smoky short two days, better than nothing.

Besides, Roger was having a lunch meet up at the Boston Flour Mill on Saturday. I could just make it...



*Connie Cammack and Roger Paquette*

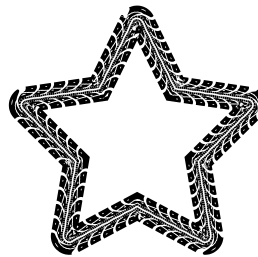
*Photo by Bruce Henricksen*

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*Dual Sport Riders; Camp and Ride  
Doug Oliver and Eathan Lodwig*

*Photo by Bruce Henricksen*



*Roger Paquett*

*Photo by Bruce Henricksen*



*Eathan Lodwig*

*Photo by Bruce Henricksen*



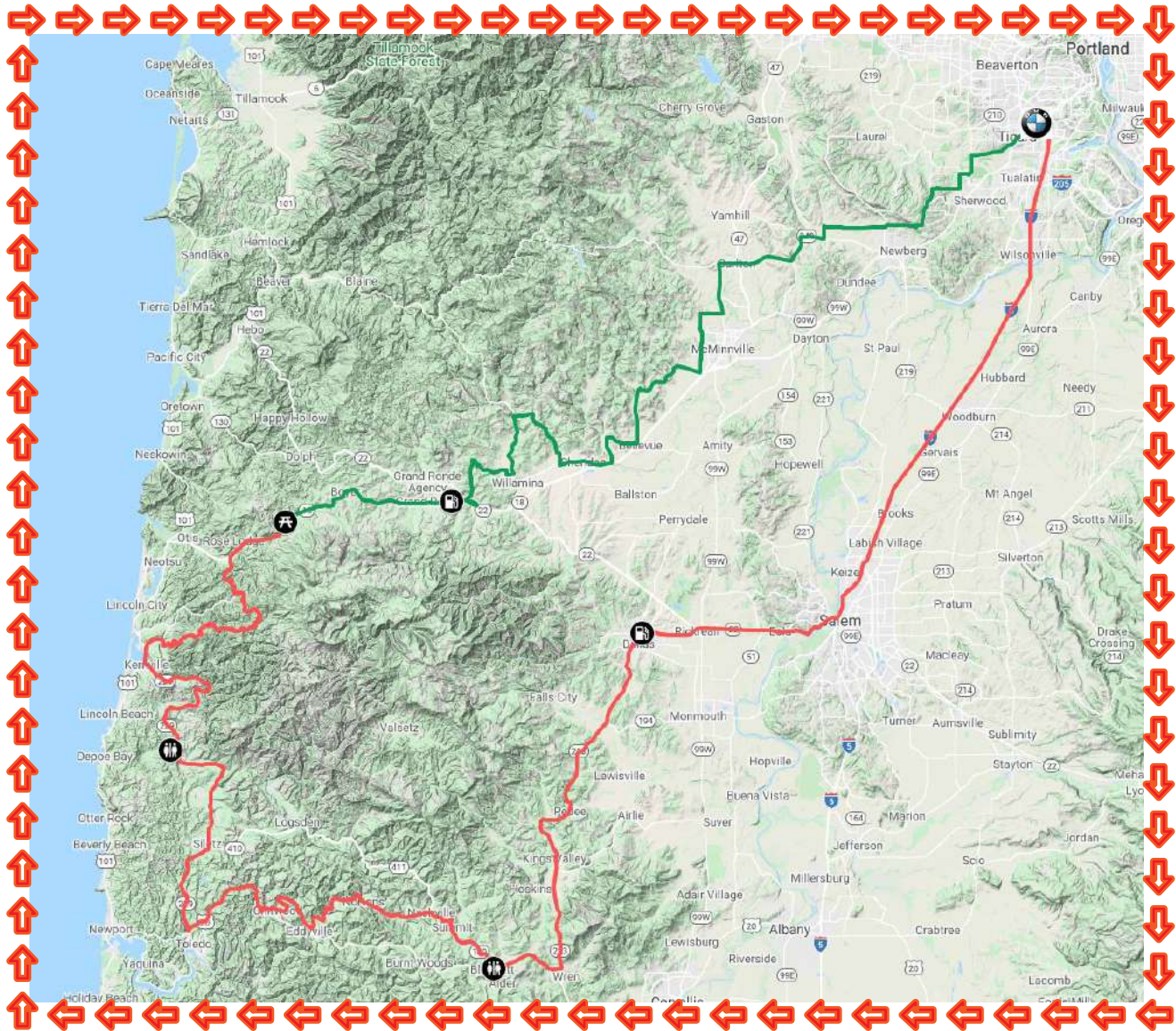
*Doug Oliver*

*Photo by Bruce Henricksen*

# Drift Creek Road: A Van Duzey of A Ride

NW Ambassador Ride Report-September 2020

David Peterson #90113



Map by David Peterson

[Click map for video](#)

It was just another day in paradise when we rolled into Tigard BMW. Display bikes were *en pointe* in the parking lot — along with a sizeable crowd. *Perhaps they're having a parking lot sale*, I chuckled to myself as we rolled to a stop. But I knew better...we were going to have another great turnout.

And why not? Skies were clear and after a week in the 90s, the forecast called for temps ten degrees lower. And restaurants and store options were still limited, perhaps ruling out brunch or shopping. No, the truth was, folks were up for an adventure. And that was what we would have.

Recently, **Camron Rust** volunteered to co-pilot these monthly outings. He and I had recently discussed the virtues of riding in smaller groups. With 31 riders on 26 bikes lining up for takeoff, it was time to test our new strategy: two separate groups. He would lead one; I, the other. We both had the route on GPS; what could go wrong? The answer is, plenty, but on this day we came away relatively unscathed. At least I did; I had pre-ridden the route. Cam had not.

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Twisting along Bell Road.

Photo by Diane Peterson

We arbitrarily split the group in two and off I went. Our route was south and to the west, a tricky departure with lots of turns and stoplights to separate the group. I did my best to discern my caboose, but with few places to regroup, I wasn't sure where we'd reconnect or who I was looking for.

Hall Boulevard, then right on McDonald to OR-99; we've done it dozens of times. Left through the light, then right on Beef Bend Road. City gave way to suburbia, then exurbia, then finally, rural Yamhill County. Sounds underwhelming, but it's some of the prettiest, hilliest country in greater Portland. North of Newberg, I finally had an opportunity to see the line behind me. I counted thirteen bikes, about half the group. Maybe we were hanging together after all.



Kuehne Road in Yamhill County.

Photo by Diane Peterson

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We continued west through Carlton, then south down Westside Road. These roads are the most westerly paved roads in Yamhill County. They've been upgraded, replacing stop signs with traffic circles, and new development continues to astonish. But it remains a gorgeous way to motor southwestward.

It had been an hour and everyone seemed to be having good time. The pace was quickening and after a right turn onto Peavine Road, we finally shook the last of the neighborhoods from our route. Now our choices narrowed; any direction other than the road taken routed us from pavement to gravel. Eventually, we surrendered to OR-18; with traffic, it took a good five minutes or so for all of us to climb aboard. But not for long; exiting at Sheridan enabled us to scoot back into the hills, turning a ten-minute slog into a forty-minute roller-coaster ride.



Group One, heading south on Masonville Road.

Photo by Diane Peterson



The throng takes a break at Spirit Mountain Casino.

Photo by Diane Peterson

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Eventually, we arrived at Spirit Mountain Casino, where we stopped for gas and a break. Here, I expected my reckoning: separated riders, straggling in to give me a piece of their mind. Imagine my surprise to find everyone I had started with. Five minutes later, up rolled Cam, with his group also intact. This was shaping up to be a pretty good day after all.

We'd been at it for two hours. A lengthy pre-ride had convinced me my original plan for lunch was a too-twisty ninety minutes away. We weren't going to change the route. But we did change the lunch destination. Van Duzer Forest Scenic Corridor is an oasis along the crowded Salmon River Highway (OR-18). Named for H.B. Van Duzer, a logging executive who also served on the Oregon State Highway Commission, the corridor runs for about only about six miles. But it's a lovely stand of old growth Douglas fir. Van Duzer was a champion of state parks and promoted the protection of roadside stands of native forest. In its heart stand separate east and west waysides with rest rooms and picnic tables. Imagine my surprise when we arrived to find eight sturdy picnic tables, well-spaced and in the shade. All available for our exclusive use on a holiday weekend! It was time for an early lunch.



Photo by David Peterson

Gathering the tribe for a group shot at Van Duzer Rest Area.

After lunch, it was time for some serious twisties. It was also a beautiful Labor Day weekend Saturday and traffic was slowly making its way to Lincoln City, just fifteen miles further west. Though we were also heading west, we had no intention of getting sucked into Lincoln City. Near Otis, Bear Creek Road diverts south, becoming Drift Creek Road, and quickly climbs 1,600 feet into the Coast Range east of Lincoln City. Twenty-one miles that absolutely command your full attention. Unlike previous rides, where the road surface was the hazard, Drift Creek Road is paved and in reasonably good shape — except for a 1.3-mile shaded surface near the beginning. It's easy to be blasting along, only to find the pavement end abruptly. This section resides in perpetual shade and the bare unpaved surface, disguised by dappled light, is a real hazard...very slippery! Fortunately, everyone was amply warned and on the lookout for the transition. All negotiated it successfully.

That left only the remaining nineteen miles of single-lane and blind corners. In the middle lies the Drift Creek Falls trailhead, which was an FSR destination back in 2016. It's popular among the hiking class. Despite the holiday weekend, we encountered less traffic than expected. Thirty minutes later, all had run the gauntlet with enthusiasm and we were on US-101.

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Neal Malagamba chew up the dirt on Drift Creek Road.

Photo by Diane Peterson



Drift Creek Road and solid pavement.

Photo by Diane Peterson

continued on Pg. 18

In a flash it was time for more twisties. OR-229 is a favorite for many of us. It wends its way along the Siletz River for thirty-one miles before ending at US-20 near Toledo. Fourteen miles up river lies Strome County Park, our original lunch destination. There, **Bruce Henriksen** had stationed himself to ambush us with his camera. The break gave us another chance to regroup; fifteen minutes later we were on the road again, group intact.



Dropping into Strome County Park.

Photo by Bruce Henriksen

We'd had a full day, but we weren't done yet. Heading straight back to civilization on US-20 was an option, and a few cut their day short. The rest of us headed onto unmarked OR-180, better known as the Eddyville-Blodgett Highway. It's a 26-mile loop north of US-20 that is yet another curvefest. Especially noteworthy are the eight crossings of the Willamette and Pacific Railroad. While many of the crossings are updated and modern; at least two are guaranteed, if you're not careful, to loosen your best-set fillings. Finishing the loop, a quick stop at the Blodgett Country Store confirmed that our luck was holding.

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Photo by Diane Peterson

One last roundup at the Blodgett Country Store.

Alas, I was to learn that on the final leg up Kings Valley Road, we ran into mechanical difficulties. Actually, I didn't realize it until getting home. Two new faces, **Rufus Timberlake** and **Brian Friere**, were motoring along together, when Brian's Buell belched and the rear wheel locked up. Nothing could be done except to call for a tow. Rufus and his now-passenger Brian did make it home safely. No word yet on the condition of Brian's bike.

It was 5PM when we rolled into Dallas for gas and a final wave goodbye. Another great ride was in the books.

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, September Ride:       | 296   |
| Total First Saturday miles – 2020: | 1,588 |

continued on Pg. 20



Louie Robida models the latest in his line of checkered-flagged COVID face fashion.

Photo by Diane Peterson



CJ Strauss and Justin Carr waited until lunch to make their entrance.

Photo by Diane Peterson



**Our hearts are with the family and employees of Hansen's BMW Motorcycles as they recover and rebuild after the wildfire..**



**Newsletter Editor**  
**Carol Dallas 503-860-8787**  
**bmwro.editor@gmail.com**



Visit our website at:  
**WWW.BMWRO.ORG**