



# THE BEEMER BEAT

Newsletter of the  
BMW Riders of Oregon



February, 2014

Volume 38, Issue 2

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



Drift Creek Estuary at Waldport

*photo by Lane Weinberg*



Florence Beach from the Hospitality Suite, January, 2014

*photo by Lane Weinberg*

# BMWRO President's Message

by Lane Weinberg

## Hung up on Tire Pressure Monitoring

I seem to be hung up on these vehicle TPMSs (Tire Pressure-Monitoring Systems). They came as optional equipment on my 2007 BMW R1200RT. This last summer the front one died. The word is the batteries only last five or six years. The price to replace it is \$134 plus some labor to remove and replace the old one. It is good to wait until the next tire change so the labor is part of the tire change. TPMS sensors are sealed at the factory. The battery is not replaceable—at least not easily: see the UTUBE video on that—so that you buy a whole new unit.



Of course, I am living testament to the phrase, “the cheapest thing on a BMW Motorcycle is the rider”. There has to be a better way. I'm off to the web forums for some advice. A few hours rummaging around in the BMW forums confirmed that even though BMW's TPMS system is made by Schrader, it is OEM and proprietary. There are at least half a dozen OEM and aftermarket systems out there for cars and motorcycles. None of them appear to make a replacement for the BMW TPMS sensor. Maybe it is special 'cause my bike goes really fast. My tires are “Z” rated. Let's use our “Way Back Machine” to see what that means.

Way back when Z-speed rated tires were first introduced, they were thought to reflect the highest tire speed rating that would *ever* be required: 149 mph - “to infinity and beyond”. While Z-speed rated tires are capable of speeds in excess of 149 mph, how far above 149 mph was not identified (I like infinity better). That ultimately caused the automotive industry to add W- and Y-speed ratings (where's X?) to identify the tires that meet the needs of new vehicles that have extremely high top-speed (like my bike) capabilities.

While a Z-speed rating still often appears in the tire size designation of these speed-rated tires, such as 180/55ZR17 78W, the Z in the size signifies a maximum speed capability in excess of 149 mph; the W in the service description indicates the tire has 168 mph maximum speed. Maybe that requires a special TPMS sensor? The answer is yes. Exotic sports cars do have special TPMS sensors that run about \$80 each while the standard car TPMS sensor runs about \$40. That must mean my BMW is really, *really* FAST.

Why have tire pressure monitoring in the first place? And now, a word or two from Wiki:

*In the United States TPMS was introduced by General Motors in March 1997 for the 5th generation (C5) Corvette in conjunction with Goodyear run flat tires. It has been standard on Corvettes ever since. The [Firestone recall](#) in the late 1990s (which was linked to more than 100 deaths from [rollovers](#) following tire tread-separation), pushed the [Clinton administration](#) to legislate the [TREAD Act](#). The Act mandated the use of a suitable TPMS technology in all light motor vehicles (under 10,000 pounds), to help alert drivers of severe under-inflation events. This act affects all light motor vehicles sold after September 1, 2007. Phase-in started in October 2005 at 20%, and reached 100% for models produced after September 2007. In the United States, as of 2008 and the European Union, as of November 1, 2012, all new passenger car models (M1) released must be equipped with a TPMS. From November 1, 2014, all new passenger cars sold in the European Union must be equipped with TPMS. For N1 vehicles, TPMS are not mandatory, but if a TPMS is fitted, it must comply with the regulation.*

I have an old Airhead and have been getting along just fine over the past twenty-some odd years, with a tire pressure gauge. Used before each ride, it does great.

The advent of self service gasoline stations with compressed air at a-buck-a-service, or none at all, led to driving with dangerously under inflated tires which resulted in crashes attributed to tire pressure, or the lack thereof.

Can you say, “big oil”? I'm thinking back to the “oil crisis” of the 80's. TPMS (mine are \$132 a piece) were introduced to remind me that the tires need air every now and again. That is if I can find it, and if the machine is in service. So profit pressure from big oil led to two new industries: Coin operated Compressed Air dispensers and Tire Pressure Monitor Systems. And, that my friend, is how the free enterprise works. Would you like a bag of chips with that?

As with any new market TPMS systems are all over the map. Standards are in place but each manufacturer has their own proprietary equipment. Mine is for really *really* fast bikes. Needless to say, I will be getting two OEM tire pressure sensors from my BMW Dealer at my next tire change. Safety comes first after going really *really* FAST.

Ride safe, Ride often.







# BMWRO

## Coming Events



### Club Sanctioned Events

- Event:** **Seattle Motorcycle Show**  
**Date/Time:** February 14-15, 2014  
**Place:** Seattle, WA  
**Description:** This show is an annual winter time happening for many and we thought perhaps the we might like to go as a group. A charter luxury bus will leave from the Albany area around 6:30 am and make a pickup stop at 8:30 from Portland's Jansen Beach and return around 7 pm to Janzen Beach and 8:30 to Albany the same day. The show arrival would be approximately 11:30 a.m. and departing around 4:30 p.m. This will allow around 5 hrs to view the show and eat lunch. The bus ride and tickets for the show would be included in the cost. You cannot even drive to Seattle and back for this and you get moto-socialize on your way instead of worrying about traffic! <http://www.motorcycleshows.com>  
• \$40 for Ticket and Pickup at Janzen Beach and a BMWRO Member  
• \$55 for Ticket and Pickup at Janzen Beach and not a BMWRO Member  
• \$65 for Ticket and Pickup at the Albany Kmart and BMWRO Member  
• \$80 for Ticket and Pickup at the Albany Kmart and not a BMWRO Member  
**Contact:** Jay Bennett: **541-760-0675** or email at [BMWRO.VP@gmail.com](mailto:BMWRO.VP@gmail.com).
- Event:** **Winter Tour Night – Radioman Rode the World**  
**Date/Time:** Feb. 22, 2014 - 6:00 PM to 8:30 PM  
**Place:** Premier Motogear, 414 Queen Ave SW, Albany, OR. [www.mredsmoto.com](http://www.mredsmoto.com)  
**Description:** Full details on page 6. This is a free event, but space is limited. Refreshments will be served. **Please RSVP to Deb Weber**  
**Contact:** Deb Weber – **541-926-2107** or email to [premiermotogear@comcast.net](mailto:premiermotogear@comcast.net) to reserve your seat.
- Event:** the **Less Hardy Souls Ludlum House Campout**  
**Date/Time:** April 18-20, 2014; arrive 1:00 pm on Friday.  
**Place:** Ludlum House, Bookings, OR  
**Description:** Solar powered historic cabin with wood stove and accommodations for 10-30 people—an additional \$5/person after the first 10. Site for RV and camping around the cabin. Host will provide a hot meal on Saturday night.  
**Contact:** Tod Roy **(707) 951-4606** or email [drtodroy@aol.com](mailto:drtodroy@aol.com)

- Event:** **Chief Joseph Rally**  
**Date/Time:** June 12 - 15, 2014  
**Place:** John Day, OR Grount County Fairgrounds  
**Description:** detail to follow  
**Contact:** Clarence Story
- Event:** **Steens Mountain Campout**  
**Date/Time:** September 5-7, 2014  
**Place:** The Narrows Campground and RV Park, OR  
**Description:** detail to follow  
**Contact:** Jay & Janet Bennett

### Recurring Events

- Event:** **Central Oregon 1<sup>st</sup> Saturday**  
**Date/Time:** First Saturday of each month  
**Place:** Various breakfast and ride locations in Central Oregon area.  
**Contact:** John Beeson **541-383-2608**  
Steve Miller **541-977-6787**
- Event:** **Southern Oregon 1<sup>st</sup> Saturday**  
**Date/Time:** First Saturday of each month  
**Place:** Various lunch/breakfast and ride locations for southern Oregon members.  
**Contact:** Dan Hall, [dnehall@frontier.com](mailto:dnehall@frontier.com)
- Event:** **Tigard 1<sup>st</sup> Saturday Coffee**  
**Date/Time:** First Saturday, each month, starting at 10am.  
**Location:** Tigard BMW store, 12010 SW Garden Place  
**Contact:** Susan Ortiz-Renteria **503-779-7842**, [dirtsquirt816@gmail.com](mailto:dirtsquirt816@gmail.com)
- Event:** **Eugene 1<sup>st</sup> Saturday Coffee**  
**Date/Time:** First Saturday of each month 9 to 11am.  
**Location:** Eugene BMW store, 2891 W. 11th Ave  
**Contact:** J.R. Dallas **(541) 543-9903**, [dallas-jr-1@hotmail.com](mailto:dallas-jr-1@hotmail.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)
- Regional Events**
- Event:** **The One Motorcycle Show**  
**Date/Time:** Feb 7 - 9 (See website more on hrs)  
**Place:** 800 SE 10th Ave. Portland, OR 97214  
**Description:** details at website:  
**Contact:** <http://the1moto.com/events/2013/11/2/the-one-motorcycle-show-2014>

Event: **10<sup>th</sup> Annual Bob Marley Birthday Celebration**

Date/Time: February 9, 2014 at 11:45 a.m. (Sunday)  
Place: Fort Hoskins Park, Hoskins OR (the newly designated Benton County Park). Coordinates: Lat: 44.675397; Long: -123.4542703

Description: This is a no host event. Riders will bring their own food, plates, utensils, coffee cup and music to participate. On site: a picnic table, charcoal and grill to prepare your celebratory dinner. If you want to share food, bring something everyone will enjoy! Each rider should bring a piece of firewood!

**Directions:** Head west from Corvallis OR on Highway 20. Go through Philomath and stay on Hwy 20 a few miles. Turn off at Wren OR onto OR Hwy 223. HWY 223 goes N towards Kings Valley and eventually Dallas OR. Follow Hwy 223 approx 6 miles N. Turn left to Hoskins. There is a rural Fire Station opposite the turn. Ft Hoskins Park sign is about 1/4 mile just after the LH turn off Hwy 223. Proceed West and follow signs to Park. Use first gear at Park entrance. It is paved, but steep with a sharp RH turn almost immediately. Once past that, you will be rewarded at the top of the hill

Contact: Roger Paquette,  
[mrgsa02@hotmail.com](mailto:mrgsa02@hotmail.com)

## BMWRO Women Riders' Connection Sparks New Ideas

As a result of the Women's Ride at the 2013 Chief Joseph Rally, 5 of us hatched a plan to meet again for a Women's BMWRO Campout at Yukwah Campground in August 2013. We had a heck of a fun weekend! We have some ideas to share and would love to get feedback from the women riders of this group.

What kinds of activities, classes or events would you like to see for women at the 2014 Chief Joseph Rally? What would you be willing to teach? We have some ideas but we'd love to hear more from the women in the group. More details in the March **BEEMER BEAT**. Send your responses to Kris Jacobson at [kjacobson62@gmail.com](mailto:kjacobson62@gmail.com).

We would like to have the Women Riders campout become an annual event. Would you be interested in attending the Women Riders BMWRO Campout in 2014? Send your response to Alice LeBarron at [alicelebarron@hotmail.com](mailto:alicelebarron@hotmail.com).

We welcome your thoughts and suggestions and look forward to hearing from you.

### Contact information:

Jalene Case [jaleneccase@gmail.com](mailto:jaleneccase@gmail.com) 541-270-4288  
Alice LeBarron [alicelebarron@hotmail.com](mailto:alicelebarron@hotmail.com) 541-647-7194

## Beach Bash Costume Affair



## NEW MEMBERS

**Richard & Jan Breunissen**, Newberg, OR  
Motorcycle details unknown

**John & Barbara Burks**, Ashland, OR  
Riding a R1150R and 750 Moto Guzzi

**Michelle Smith**, Bend, OR  
Riding a F800ST

**Brent & Debbie Jenkins**, Corvallis, OR  
Motorcycle details unknown

**Kenneth Hughey**, Aloha, OR  
Motorcycle details unknown

**Todd Hurt**, Springfield, OR  
Riding a K1200GT

## BMWRO Club Officials

### President:

Lane Weinberg, (503-522-1067)  
[bmwro.pres@gmail.com](mailto:bmwro.pres@gmail.com)

### Vice President:

Jay Bennett, (541-760-0675)  
[bmwro.vp@gmail.com](mailto:bmwro.vp@gmail.com)

### Secretary:

Ed Foltyn,  
[bmwro.secretary@gmail.com](mailto:bmwro.secretary@gmail.com)

### Treasurer:

Gordon Taylor (802-356-4954)  
[bmwro.treasurer@gmail.com](mailto:bmwro.treasurer@gmail.com)

### Beemer Beat Editor:

Forest McGregor, (541) 761-2320  
[bmwro.newsletter@gmail.com](mailto:bmwro.newsletter@gmail.com)

### Webmaster & Webmistress:

Gary Wasserman, (503) 977-9737  
Bonnie Wagoner, (503) 209-7031  
[bmwro.web@gmail.com](mailto:bmwro.web@gmail.com)

### Club Liaison

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

### Activities

Jay Bennett, (541) 760-0675  
[bmwro.vp@gmail.com](mailto:bmwro.vp@gmail.com)

## FIND THE BMWRO NEW MEMBER APPLICATION FORM ONLINE:

[HTTP://BMWRO.ORG/JOIN-US.HTML](http://BMWRO.ORG/JOIN-US.HTML)

## 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)

## Ambassador Program Welcomes New Members

Ambassadors for the Four Regions are:

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

Dan Hall – 541-862-7411,  
[dnehall@frontier.com](mailto:dnehall@frontier.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).

John Beeson – 541-383-2608,  
[beeson@cbbmail.com](mailto:beeson@cbbmail.com)

Steve Miller – 541-977-6787,  
[shuntermiller@gmail.com](mailto:shuntermiller@gmail.com)

### Central Western Region

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

JR Dallas – 541-731-6951,  
[dallas-jr-1@hotmail.com](mailto:dallas-jr-1@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,  
[dwp@help-me-plan.com](mailto:dwp@help-me-plan.com)  
[Smug Mug Images](#)

Susan Ortiz-Renteria – 503-779-7842,  
[dirtsquirt816@gmail.com](mailto:dirtsquirt816@gmail.com)

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





## Winter Tour Night with Radioman!

What's the best way to beat the winter doldrums? Head out to Premier Motogear of Oregon on **February 22, 2014**, for the **10<sup>th</sup> Annual Winter Tour Night!** You thought it was going to be Don talking about Wild Hogs IV – Wet and Wild, right? Well, originally it was until we had the opportunity to invite **Mark Donham, aka Radioman**, to give a presentation of his 31 month journey around the world.

Who's Mark Donham, you say? Those of you who are avid readers of Adventure Rider ([www.advrider.com](http://www.advrider.com)) already know about Mark's incredible journey. If you don't know, this is your chance to hear him in person! Mark will share photos and videos from his travels, and answer the big questions of why someone would leave the comfort of home to ride around the world, the bikes he rode (3 main bikes), as well as the challenges, logistics and costs of a trip like this. If you haven't read his story already and you want some background, go to Adventure Rider and read a few of his 6000+ entries! Then email or call us with your RSVP!

**Here's how:**

**RSVP by phone – 541-926-2107 or email to [premiermotogear@comcast.net](mailto:premiermotogear@comcast.net)**

**February 22, 2014 - 6:00 PM to 9:00 PM**

**Place: Premier Motogear, 414 Queen Ave SW, Albany, Oregon 97322**

**Refreshments will be served. Remember, space is limited, RSVP NOW!!**

This is a free event, but we will ask for donations. Premier Motogear will match your donations to help Mark with his expenses. See you there!

**Beach Bash  
Costume Affair**

**Father  
Guido  
Sarducci  
Tod Roy**

**Keith  
Mattenson**

**Jalene  
Case**

**Historic Bowler Hat  
Jim von Stein**

**The Improvisational Hat  
Don Weber**

**The  
Kitchen  
Pirate  
Forest**

**The  
Nightingale  
Dancer  
Katrina Neilsen**

Find many more photos of the Beach Bash at the Driftwood Shores Hotel in Florence, OR at the club [DropBox](#). Many thanks to **Lane Weinberg** for the excellent photography. Many thanks to **Sally Roy** for her heroic assistance in the hospitality suite.



# Golden Rider Award, 2013

by Chris Henry



Think you're prepared for adventure? Think again.

Steens Narrows is a fine place for a campout, replete with many of the comforts of home. It's also a gateway to adventure, where one can ride the highest road in Oregon (if you are prepared)...

See, the Steens Mountain Road climbs gently and dramatically to an elevation of over 9500 feet. Oh, and it entails riding about 50 miles of gravel (in some places primitive) road. Riding a dual-sport? No problem. Riding a sport-tourer? You might want to be prepared.

Do you ride solo or in a group? Do you or others carry tools? Who has the tools and knows how to use them? Are they the right tools for the job?

One of our members thought that they were well-prepared for such an adventure and any challenges that it may present. They installed a GS engine guard on their R1200RT to protect the oil filter and engine case from rocks or road debris punctures. They carry a tool kit capable of performing routine maintenance tasks. They carry two sources of air to adjust tire pressures. And, they carry a Stop & Go Pocket Tire Plugger. Seems like enough to get through most adventures, right?

Well...

In the last 1/4 mile climb to the Steens Mountain summit, the road surface changes from crushed gravel to primitive native rock. While ascending, our fateful member encountered a sharp rock, puncturing the rear tire and triggering the tire pressure monitor's warning light. Seemingly, this would be no problem for the well-prepared.

Tools out, the tire was repaired with the Stop & Go Pocket Tire Plugger and aired back up to 42 PSI with a Slime Tire Top Off Inflator while others in the group took in the outstanding view of the Alvord Desert and surrounding area, climbed to the summit, and had a snack. Sounds good so far, right?

Well...

Thinking (or not) that all is well; the group descends from the summit. Wait a minute, our member with the tire repair is left as the last to leave. Hmmm, not an ideal situation, but down they go. At almost the same spot as on the ascent, the tire

pressure monitor's warning light comes on again! After finding a suitable place to make a repair, the tire plug is inspected and found to be leaking. So, the plug is replaced by another... That also leaks. Uh oh!

Thankfully, Keith Matteson, Jalene Case, and Kris Jacobson arrive on the scene much to our member's relief. See, it's about noon and this place is at over 9000 feet in elevation and nearly 100 miles from Burn (including a 25 mile gravel descent down the mountain). Luckily, Keith has a NAPA tire repair kit – the sticky string kind. The two of them remove the Stop & Go plug, install the NAPA string, and air up the tire again. But, the tire isn't holding air. It turns out that there was a second puncture inflicted at the beginning of the descent. The tire is repaired and inflated again. This time the tire holds air, but it's decided to keep the pressure down a bit lower at 36 PSI to help avoid any more punctures. The new group of four return down the mountain. After a sightseeing stop, our member continues solo and is greeted by a rider from their group that (sensing something is wrong) has backtracked up the mountain to investigate.

The next morning, the rear tire with two repairs is aired up... Almost. That little Slime pump bites the dust and a fellow camper lends another pump. The rest of the story involves a 300 or so mile nervous ride home and the purchase of not only a NAPA tire repair kit, but also a Nealey Mini Tire Repair Kit from our friends at Premier Motogear in Albany. During a call to Stop & Go to share this experience, they explain that the Stop & Go plugging kit works best on round punctures and may not seal a slice from a rock. For our member's troubles, Bill Merriman, owner of Stop & Go, ships a complimentary Stop & Go Mini-Air Compressor.

For this story, the club awards Chris Henry the Golden (Cow Pie) Rider Award for 2013.





# Golden Rider Award, 2012

by Lubomir Posposil

I was awakened at six in the morning on Sunday by the sound of raindrops faintly pattering on my tent. It was June 2011 and the John Day Chief Joseph Rally was coming to an end and that damn weather man was right—scattered showers east of the Cascades. As I lay there—still in the sleeping bag—I came to realize that there was a wet ride home ahead of me. I quickly dressed, tore down the tent and packed up my campsite to minimize the extra water weight I would be taking with me. It was time to head for the mess hall and warm myself with hot coffee while further pondering the cold conditions ahead of me.

As I was getting dressed I continued thinking about staying dry and warm. I put on my polypropylene long johns, my ski gear, covered it all with insulated riding gear, topped with my brand new set of frog togs. I felt and looked like the Michelin Man—all round and puffed out.

Having no further excuses to delay, I hopped in the saddle and headed south on 395 through Canyon City—straight for the Paulina Speedway and home. Canyon City is fairly long. I cruised down the long main street at 35 mph, getting used to the rain splattering my visor, hoping that the rain didn't turn to snow.

About two miles out of Canyon City—cruising along at the exact legal speed of 55 (certainly not over)—I practiced my top waltz moves of contra-body motion, leaning into the turn and counter steering to the left as the road banked with it. I had the rhythm. I was enjoying the beauty of the

place, there along the banks of the Canyon Creek. I gave no more thought to the rainy drizzle. The machine and I were one. Inclement weather meant nothing to me. I

was a rider operating in my prime—pure perfection rubberside down, shiny side up. Life didn't get any better than this. Just ten minutes into the ride. No risky riding for me, no showboating for this guy.

I leaned into the right as the road curved to the right, applying gentle leftward pressure to the handlebars. My Team Oregon instructor would be proud. All of a sudden I could feel the back end of the bike drop under me and start to pass me on the left. For a split second I attempted to correct the situation but realized I was past the point of recovery. At that moment the whole world slowed. I entered a space-time warp like a slow motion film. When it happened, I experienced the reality of the theory I had studied in physics class at OSU so many years ago. In fact, the whole nine weeks of that class flashed before my eyes as the radial acceleration of the rear axle passed me on the left and gravity turned my pristine counter lean into a surge straight for the ground.

It was time to develop a procedure for safe separation from the machine, except there was no time. As soon as I made a left side contact with the ground, I extended my legs and pushed away from the bike. At the same instant, I tucked in my knees skidding on my back, like a turtle careening down the road on his shell. I continued sliding along, gradually slowing to a stop. My brand new frog togs in tatters, my helmet and regular riding gear undamaged, I staggered to my feet. Realizing that

I was still alive, I thought “where the h\*\*\* is my bike?” It was about 50 feet behind me, straddling the divider line in the middle of the road on a gentle sweeping “S” curve, still idling. Apparently, its engine and brakes worked better than mine. The pannier bags had bounced onto the shoulder of the road like big beach balls stopped against the guardrail about five feet from the lovely creek. There was no drop off, no hairpin turn, no explanation. I looked to the left, looked to the right. No traffic. I jetted into the road, shut the engine off.

With my back to the machine, doing a deep knee squat in reverse, I grabbed the seat and the handlebars setting it upright. Grateful that I lived by the mantra—“Never ride a motorcycle I can't lift upright from its side.” The five hundred pounds of steel was almost too much, but I got it up and wheeled it to the side of the road where I collapsed and pondered the over 200 miles I still had to go to get home.

I walked back to the site of the catastrophe looking for gravel or something that would account for the erratic behavior of my cherished Beemer. No, all I could see was a shiny tar snake treacherously veering through my lane—didn't really look diabolical enough to have caused all this.

Just then a lone rider came by, stopped and wanted to know if I needed any help. “Not anymore.” I laughed and motioned him on. About that time I started shaking, breathing heavily and realizing what had just happened. I was vertical and breathing, none of my stuff was in the middle of road and though there were deep gouges in the windshield and the right rear and front turn signals were dangling by a wire and the license plate mount/tail light was broken and crooked, that was all I could



see was wrong with it.

Getting ready to head out I attached the left pannier but found that only two of the three mounting plates on the right pannier would line up. I wondered what other damage had I missed. Plan B: I pulled a roll of baling twine out of the pannier and secured the pannier to the frame. I decided to keep the frog togs on as they were only shredded down one side and except for the part flapping in the wind provided good protection from the rain. Everything else appeared functional so I got on the bike and motored home. The first few miles were rather slow but by the time I got to Prineville I was leaning to the right and steering to the left—contra steering at its finest—back in the saddle again.

## Look Ma, No Clutch

*by Jim von Stein*

Went exploring BLM roads on the little GS, got into some challenging stuff and did fine. Then, tried to negotiate a 2 foot bank between two forks in the road. Would have been fine if I'd gotten up on the pegs and gone for it, but instead, I tried to tippy toe down it. Front wheel locked up and the bike went down.

No damage; picked the bike up, but I was a little rattled, so decided to parked the bike to mellow out. I found what looked like a likely spot. Put the side stand down and started to lower the bike onto it. Fleeting thought, "wow, this bike is leaning way over". The side stand touched down and I let go. The bike kept on going, right over the side stand, onto the ground. The clutch

lever and left turn signal broke. I tried to pick it up, and it wasn't budging. Checked the cell phone, no reception.

Hmmm.

Walking around, trying to think, I happened to notice the side stand sticking way out beyond the rest of the bike. Aha! Tipped the bike up farther and put the side stand up. Now the bike lifts. Got it up and parked where it wouldn't fall over. Clutch lever still broken. Fortunately, I'm on a hill. Start the bike in neutral, coast down the hill and do a clutchless shift into first. OK!

I was lucky that there was only one stop sign between there and home. I ran it.

If a bike falls over in the forest and there's no one there to see it, is it still be eligible for a Golden Rider award?

## Beach Bash Members in Attendance for the 1st Quartly meeting and Cosume contest

Clarence & Carolyn Story

Tod & Sally Roy

Jim von Stein & Forest McGregor

Kit & Dilia Vercelle

Lubomir Posposil & Ann Robinson

Dennis & Jean Nolder

Lane Weinberg

Sam & Karen Olson

Deb & Don Weber

Fred Hueglin & Tracy Stewart

Joe Collins & Katy Nielsen

Dan & Elie Hall

Scot & Carol Lamper

Tom & Barbara Mitchell

Lynne Clark

Keith Matteson & Jalene Case

Jay & Kathy Dyblie



Carol Lamper

Lynne Clark

Jalene Case



Tracy Stewart  
(wearing her own  
hand-made haf)



## 1st Quartly Meeting of the BMWRO Membership Florence, Oregon, January 11, 2014

A quorum was present. The meeting was called to Order at 7:00 PM by President Lane Weinberg

Mr. Weinberg noted that the VP, Secretary and Treasurer were not present.

Minutes to accept the November meeting minutes as published in the Beemer Beat moved by Lubomir Posposil, seconded by Don Weber.

**Treasurers Report:** Checking \$13,586.96, PayPal \$2,345.17 for a total of \$15,932.13.

**Membership:** 164 Renewals as of 1/10/14, and 12 life members for a total membership of 176.

### Standing Committee Reports:

**Rallymaster** — Clarence Story discussed the progress on artwork for the 2014 Chief Joseph Rally. Out of four initial designs by Steve Luderman, one was selected with some requested changes. Clarence also said that he needed a volunteer for the Pre-Registration preparation; but that he had already gotten two people to volunteer for the Gate which has been the most difficult position to fill.

**Activities** — Lane stood in for V.P. Jay Bennett to discuss the Calendar of Events for the 2014 year.

- Oregon/Washington Campout: would like to revive this event.
- Umpqua Campout: Keith Matteson & Jalene Case spoke out about wanting this event to be revived.
- The Bob Marley Birthday event is considered a non-BMWRO sanctioned event; but is hosted by past BMWRO president, Roger Paquette.
- Breakfast ride: Carol and Scot Lamper said they want to host this event again.
- Lane mentioned an 'ad hoc' meeting regarding the January Beach Bash which had transpired in the Hospitality Suite on Friday evening and asked for members to share their thoughts with him.

Meeting was adjourned at 7:30 pm

Minutes submitted by Lane Weinberg and edited by Forest McGreggor/newsletter editor of the Beemer Beat.



## Beach Bash, 2014 A host recalls

Friday night in the Hospitality Suite of Driftwood Shore, two members showed up—Katy Neilson & Joe Collins. It was gratifying to have guests. We talked at length about many things; then a knock at the door brought several additional members into the party. There was the usual clumping of conversations between smaller groups. Dan Hall gave me a hard time about not being in the Hospitality Suite earlier that evening when the group had stopped by—but I've come to expect that kind of ribbing from Dan. Then the conversation came around to why membership participation has dropped off for the Beach Bash—or more specifically, someone asked the question.

Dennis & Jean Nolder were present, as well as Dan & Elie Hall, Kit & Dilia Vercella—each of whom have hosted the Beach Bash in the past. The Nolders had much to share about their past experiences as hosts of the Beach Bash and what has drawn members in the past. Katy said that it would be better for her if the Beach Bash did not follow too closely on the heels of Christmas—a February date might have better driving conditions. Jim von Stein said that the coast often has better weather in February. There was a general consensus that February would be better if by Laws permit it—this being the first 'quarterly' meeting of the new year.

Consideration has been given to moving the location from Driftwood Shores to another location. Apparently there was a time when the event was held in Bend. Investigations into places in Newport Beach have been launched in an unofficial capacity. It may be difficult to find another location that offers special room rates and provides a hospitality suite at no charge like the Driftwood Shores has for so many years.

One member—not present at the Beach Bash—indicated that if she cannot bring her dog, the event is not an option for her. I imagine there are others in the club with similar feelings about their furry family members. Accommodations for critters might mean taking the Beach Bash to a campout sort of thing instead of luxury hotel living.

The officer's of the club would very much like feed back from the membership on this subject. I've presented just a few ideas and concerns; I'm sure the members of the club have more to say on the matter—including "leave it alone. It's fine just as it is!"

Oh, and what about that costume contest thing?

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



Visit our website at:  
[WWW.BMWRO.ORG](http://WWW.BMWRO.ORG)

## Lighthouse at Heceta Head, Florence Beach, 2014

*photo by Lane Weinberg*

