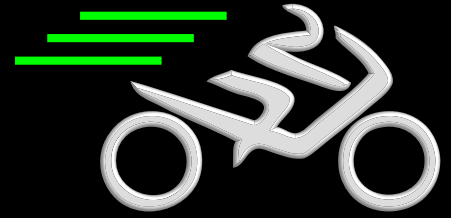




THE BEEMER BEAT



Newsletter of the BMW Riders of Oregon

August 2020

Volume 44, Issue #8

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

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It's Ride Time!

Jerry Norman of Winston, Oregon and his New 1200GS at Tokatee Lake

BMWRO President's Message

Greetings, fellow riders!

I'm writing this in mid-July, right after emailing the announcement to all of our members regarding more event cancellations due to limitations placed on event sites from Covid-19 directives. Our Event Calendar has changed remarkably from the start of this year. I want to give a big shout-out to Event Hosts! These are volunteers who have stepped forward to organize some fun events for the club:

- **Keith Matteson** for organizing the Edson Creek Campout in July and for all the preliminary work he did planning for the Canal Creek Campout, which has now been cancelled.
- **Jay Bennett** for organizing the Eagleview Campout which was cancelled earlier this year.
- **Gary Harkins** for organizing the Elevation Fun Tour which has been cancelled.
- **Liz Jones** for working with me to plan the Alsea Falls Campout and the November Beach Bash, both of which have now been cancelled.
- **Carol Dallas** for organizing the Crystal Crane Hot Springs Campout scheduled for September. This event is still a go! I hope you can join us there! Carol also worked on organizing the Women Rider's Campout, which was cancelled earlier this year.

As you virtually thumb through this digital issue, you'll see that your elected officers have been busy! We've been having monthly Zoom meetings since April which have been very productive. Our Vice-president, Liz Jones, has written an article for the Beemer Beat about insurance issues for the club. Back in January, Liz asked about the difference between a Sanctioned Event and a Non-Sanctioned Event. This led to further research into insurance issues. I want to thank Liz for researching and heading up the work on insurance policies.

An off-shoot of Liz's research led to a review and revision of our Event Policy. Club Secretary Linnea Alvord is sharing information about that revised policy in this issue of the newsletter.

The Executive Committee has also used some of this time to review our Bylaws. We're proposing some changes to the Bylaws which Linnea has outlined for you in this issue of the Beemer Beat. Please note that these are "Proposed" and will not be put into effect until they are voted on and passed by the membership. We ask that you review these and would greatly appreciate your input before these go for a vote in October. If you have questions or concerns regarding the proposed revisions, please share your thoughts with any one of your four elected officers.

And speaking of elected officers, it's time to consider running for the office of club President or club Secretary! Please look for Linnea's article in this issue about upcoming elections. Serving on the Executive Committee is a good way to get to know other club members and affect the life of our club. I truly appreciate the opportunity I've had to serve this club, first as Secretary and then as President. It's been a great way to meet and learn more about all of our wonderful members!

Ride safe and stay healthy!

Alice



Photo by Bruce Henriksen

In The Headlight

Meet Member Roger Paquette

Well known, respected, and loved by many in BMWRO.

Roger Paquette is undoubtedly best known for:

Instigating the Chief Joseph Rally's "Wine Tasting".

The Bob Marley Birthday gypsy ride celebration each February

Exceptional campouts at Forest Service Cabins on the SW Coast, and

last but not least, he is revered as the 'coffee guy' at Rally and campouts!

When you grow up in a place that has 'Bike Week' since 1923 it is no surprise that bikes might become an important part of one's life.

Roger grew up in Laconia, New Hampshire, home of "Bike Week", officially, every June. It is the original large motorcycle event in the USA. Laconia is located in the "Lakes Region", a popular summer tourist destination. Lots of motels, resorts, and private campgrounds.

"You can imagine, as kids, we loved it. All the bikes and activities were mesmerizing. Yeah, think about 100,000 motorcycles for ten days."

"There was a motorcycle shop across the street from the high school. The owner installed a lunch counter! He had time for all our questions. His Vincent was in the back room. Too bad we couldn't obtain school credit for hanging out there. We'd all have had 40's."

Roger reflects; "It seems like everyone I went to high school with, is still riding. "

Roger bought his first bike in his first month in the Navy while stationed in Charleston, Oregon. A Honda SL350 dual sport. "I spent a lot of time exploring Coos and Curry Counties.

Currently, Roger rides a Suzuki DR650.



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In The Headlight

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Owning over 25 bikes in his lifetime, with favorites; a Norton Commando 750, BSA Lightning, an R90/6, a K100LT, an R1100RSL .

Roger confides that his R1150GS was "probably my all-time favorite."

Roger rides both dirt and pavement but does not consider himself deeply skilled at off-road. He remarks that he does most of his own wrenching.

Best rides include a solo cross country trip on a K100LT, and another over Bear Tooth Pass and on through Yellowstone where he chuckles; "Bison are quite large!"

"Riding is the best ice breaker when meeting others. Pleasant introductions are quickly over. Conversations develop without pretense. Conversely; In solitude, Riding is Me time."

Roger remembers Bjorn Klingenberg's Hardy Souls Campout in Seneca, Oregon. " It was so cold, we teased Bjorn that October in Eastern OR must be like Florida for him as he had done his Danish Naval service in Greenland. Ah, I miss him!"

Convinced by Tom Mitchell to join BMWRO in 1990 he states "I converted to **"Beemerism."**

The greatest members ever. Made many friends over the years. I found that out when I had a get off in 2013. I was in St Charles Hospital in Bend, for eleven days. Over fifty members and friends came, visited, and helped my wife. The kindness and friendship were incredible. I will never forget that. I was truly humbled.

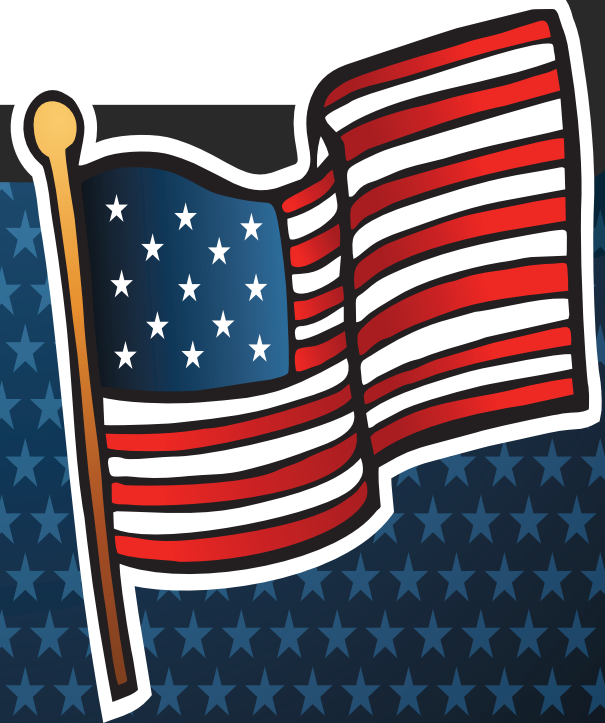
Wanted: Candidates for 2 BMWRO Executive Committee Positions

This fall we will be holding elections for the positions of President and Secretary for BMWRO. We're now calling for candidates to volunteer for these positions by the end of August! The positions are for a term of two years, starting January 1, 2021. The positions are described in further detail once logged in on the BMWRO website.

If you have questions about either of these two positions, please contact either current President Alice LeBarron at bmwro.pres@gmail.com or current Secretary Linnea Alvord at bmwro.secretary@gmail.com.

To be a successful club, BMWRO depends on the work of volunteers. As a member of the executive committee, you would have the opportunity to influence the direction of the club and drive its continuous improvement. Please consider this opportunity to use your own personal talents, experience, and love of motorcycling to help BMWRO continue to be a great club.

If you wish to announce your own candidacy for one of these offices, please contact Linnea Alvord at bmwro.secretary@gmail.com and she will put your name into the electronic ballot system!



NEW MEMBERS

Justin Carr & CJ Strauss, Beaverton, OR.....2016 Kawasaki Versys 650
Tim Roberts, Bend, OR.....2016 BMW R1200GS
Cooper Morrow, Bend, OR.....2013 BMW F700 GS



BYLAWS, POLICIES & GUIDELINES

These are located in the Documents section of our website:
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

Vice President/ Activities:

Liz Jones, 541-285-7573
bmwro.vp@gmail.com

Secretary:

Linnea Alvord, 503-816-9058
bmwro.secretary@gmail.com

Treasurer:

Dave Cook, 541-7402484
bmwro.treasurer@gmail.com

Webmaster:

(Position is currently vacant)

BMWRO COORDINATORS

Membership Coordinator

Gavin Silaski, 503-333-2386
bmwro.membership@gmail.com

Newsletter Editor

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

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

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)

Clarence Story—541-689-2822
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

Northwest Region

(from Longview, WA south through Salem, OR, the coast
to the Cascades, including The Dalles)

David W. Peterson—503-327-5592
dwpeterson01@yahoo.com &
www.wfodave.smugmug.com

Neal Malagamba—503-969-3220
n.malagamba@icloud.com

Southern Region

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

Dan Hall—541-862-7411
dnehall@frontier.com

Mark Collier—541-499-1395
mcollier5895@gmail.com

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

Alsea Falls Campout

Date: Monday, August 3, 2020, 2:00 PM until Thursday, August 6, 2020, 1:00 PM
Location: Alsea Falls Recreation Site, Group Campsite #14 & standard site #15, 13 miles east of Monroe, OR
Contact: Alice LeBarron bmwro.pres@gmail.com 503-647-7194

Description: This is a "No -Host" Campout meaning that each person will be responsible for their own meals. Services (restaurants, pizza, brewpub, groceries, gas) are a miles away in Madras. Pavilions and Group sites in the area. Campsite has potable water, firepit, picnic table, and toilet.

Directions: From Corvallis take Hwy 99 south about 11 miles. Turn right on Alpine Road, follow for approximately 9 miles. Alpine Road turns into South Fork Road. Follow about 4 miles to the Alsea Falls Campground on the right.
 From Alsea: Travel south from the town of Alsea on the Alsea-Deadwood Hwy for about 1 mile. Turn left on the South Fork Road and follow for approximately 8.5 miles (stay on main paved road). Pass the Alsea Falls Day-Use about 0.5 miles and turn left into the Alsea Falls Campground Entrance.

Canal Creek Campout and 3rd Quarter Meeting

Date: Friday, August 28, 2020, 2:00 PM until Sunday, August 30, 2020, 11:00 AM
Location: Canal Creek Campground near Waldport, OR <https://www.fs.fed.us/recarea/siuslaw/recarea/?recid=42379>
Contact: Keith Matteson MotoMatteson@gmail.com 541-322-2373

Description: We've reserved a group campsite near Waldport with Canal Creek running alongside the campsite. We've got room for tents and 2-3 RV spots (less than 30' length) with hookups (large trailers and motor homes are not recommended). Please check with Keith Matteson if you are planning to bring an RV. There is a good paved road and dual sport riding in this area. There are restrooms and water. We will have some drinking and cooking water available. Dinner on Saturday will be provided but the food will be on your own. Dinner will be Albacore tuna grilled over the fire with corn on the cob and salad. Nearby there are several good restaurants. A full service store is 10 miles away.

Directions: From the Valley take Hwy 101 from Philomath towards Waldport for 49.5 miles. When you reach the bridge crossing the Alsea River turn left onto Canal Creek Rd. This turn is at the west end of the Hwy 34 bridge over the Alsea River. Follow Canal Creek Road for 5 miles to the campground. Alternatively from Waldport, follow Hwy 34 east for 7 miles to Canal Creek Road, turn right and go 5 miles.



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Crystal Crane Hot Springs Campout

Date: Thursday, September 10, 2020, 3:00 PM until Sunday, September 13, 2020, 11:00 AM

Location: Crystal Crane Hot Springs, 25 miles east of Burns, OR, on Hwy 78, Phone: 541-493-2312
<https://www.cranehotsprings.com/>

Contact: Carol L Dallas (503)860-8787 carol.dallas57@gmail.com

Description: **Soak it up, Buttercup!** as we spend a weekend at Crystal Crane Hot Springs in Crane Oregon. Crane is a family friendly, clothing required Hot Springs! Soak in the pond or reserve a private tub room. The hot pond is available 24 hrs/day for registered guests.

<https://www.cranehotsprings.com/> Crane Hot Springs is 28 miles east of Burns on Hwy 78 and offers riding to those beloved areas we treasure: Fields Station, Steens Mountain, Malheur Refuge, Diamond and French Glen. Besides registering on the BMWRO Event Calendar, be sure to make your reservations on the Crane Hot Springs website for rooms, cabins, tent sites, and RV spots. <https://www.cranehotsprings.com/> Act fast--the good sites go quickly and there is limited availability. Now expanded to 35 participants. We're working on arranging a catered meal for Saturday night. The original plan for a potluck meal is being cancelled due to Coronavirus. A catered BBQ meal, by Juniper Cookhouse, will be served Saturday evening. All other meals are on your own or ride out to neighboring communities for dining.. BYOB. Third quarter meeting to be held after dinner.



Beach Bash! Annual Meeting and Banquet at Driftwood Shores Resort

Date: Friday, November 06, 2020, 4:00 PM until Sunday, November 8, 2020, 11:00 AM

Location: Driftwood Shores Resort <https://driftwoodshores.com> Florence, OR 541-902-6443

Contact(s): Alice LeBarron 541-647-7194 bmwro.pres@gmail.com
 Liz Jones bmwro.vp@gmail.com

Description: It's time for another Beach Bash at the Driftwood Shores Resort in Florence! We're encouraging you to arrive Friday for a weekend of fun at the beach! Join us Friday evening for a bonfire on the beach and Shore. Saturday during the daytime, you can take a ride, walk the beach, or explore along the coast. Then join us at 4:30pm on Saturday for Happy Hour in the Hospitality Suite. The Banquet dinner will be served Saturday evening 6:00pm following our Annual Meeting. Saturday dinner menu: Honey Glazed Chicken Breast, Braised Beef Tenderloin, Calamari, Sauvignon Blanc, and Gratin Potatoes, Fruit Salad, Spinach Salad with Strawberries & Feta and some side green Beans.

You must reserve your rooms by Oct. 5th for the special group rate. For online room reservations, click here:

<https://reservations.driftwoodshores.com/> Enter Group Code 321528 and PIN 8263. For room reservations by phone, call 541-902-6443 and mention BMW Riders. Group rates apply for Fri, Sat, & Sun., Nov 6, 7, & 8th.

Besides making your room reservations with Driftwood Shores, be sure to register on the BMWRO website by the Oct 29th deadline so that we have an accurate head count for dinner.

BYO Drinkables for the Friday beachside campfire and for Saturday Happy Hour. Please drink responsibly.

Event: **2nd Semi-Annual Eclipse Campout (without the Eclipse)**

Date/Time: Thursday, July 30, 2020, 11:00 AM until Monday, August 3, 2020, 5:00 PM

Location: Skip's Place; Aurora, OR

Description: BMWRO member Skip Gosser is inviting BMWRO members to join his friends & family for a campout on his ranch in Aurora, OR.

Contact: Skip Gosser 503-746-1151 for details

CANCELLED



Skip Gosser, host of the Eclipse Campout



2017 Eclipse campout

Central Oregon Rides for Dual Sport and Paved Route Riders!

GS Ride by Kurt Miller

Kickstands up at 10am was the plan. I arrived at Thump Coffee in the Northwest Crossing neighborhood of Bend at 9:30am. I didn't know how many riders to expect. It was me in the lead, Brad Stark as sweep and two of our friends. There were two R1200GS's in the parking lot when I arrived - okay, so maybe 6 of us on the ride. By the time of our pre-ride briefing there were 12 of us!

From the coffee shop we took Forest Service Road 4606 in the Deschutes National Forest headed towards Sisters. The route was advertised as an "easy" GS ride. Overall it was a well-graded gravel road - some sections were a little rocky, but an easy route as expected.

About halfway we stopped for a break. I did a demonstration on how to pick up an R1200GS and Brad did a demonstration on what to pack in an emergency kit, affectionately called the "oh sh\$!" kit!

Shortly before noon we arrived at a park in Sisters for lunch. A road-riding group led by Alice LeBarron joined us shortly after we arrived. Folks brought camp chairs and lunch to ensure proper social distancing.



More than 25 riders showed up for both rides. A good time was had by all. I look forward to our next group ride and encourage everyone to attend!



Paved Route Ride by Alice LeBarron

On the same day that Kurt Miller led the GS Route, about 18 riders showed up at the Barnes & Noble parking lot for the paved route ride. After a pre-ride briefing, half of them split off to do their own thing, leaving a more manageable group of 9 riders. KSU at 10am and we were off on a route that linked some of my favorite roads in Central Oregon, taking a brief stop at Lower Bridge to stretch, re-hydrate, kick tires & tell lies. It was a beautiful, sunny day, the views of the mountains were spectacular, and the curves were fun but the wind was gusty and blew some of the lighter bikes around a bit. We arrived at the Village Green park in Sisters two hours later to find that Kurt Miller's group was already there. A couple other riders rolled in to join us after riding their own route. Everyone was wearing smiles!



Three Amigos to Glacier

a GS Ride Adventure to Glacier National Park

By Louie Robida

When the Chief Joseph Rally was canceled due to COVID 19 Outbreak precautions in June, adaptive plans had to be made. David Morgenstern organized a ride. Joining him was Steven Polansky and me who formed an elite band of brothers. David is our ambassador of goodwill and Steven is our most excellent negotiator and me, well, I'm good at navigation. Our team assembled online to chat about routes and decided to head toward Glacier National Park and its famous Going to the Sun Road. There was much uncertainty, due to the park's partial closure, if we could even access the park. Nevertheless, we set out towards Baker City and a steak dinner. The Blue Mountain Byway from Heppner to Ukiah and then to Sumpter as always was very scenic and curvy.



Fresh for Adventure, Three riders pause before Steak Dinner in Baker City.

The next day, we aimed for the Hells Canyon Byway stopping at the Overlook for photos. The scenery was fantastic and the memory of some sunburned Harley riders with no shirts will never be forgotten. Heading north, we traversed the first GS gravel ride on the Upper Imnaha River Road. Heading toward Imnaha we were surprised by the beautiful farmland along the 25-mile canyon. The weather was fantastic but soon became quite warm. The general store in Imnaha was a welcome respite. Over lunch, David asked the proprietress about a sign that read "Rattlesnake Roundup." The roundup is a contest for the most rattlesnakes killed and presented to the store to be frozen until the contest ends. We got to examine an unfortunate specimen. Riding up out of the canyon we camped at Enterprise with a fantastic view of the Wallows.



Three riders drone shot at Grande Ronde River

Leaving Enterprise, we headed north until Flora Lane and the Redmond Grade road to Troy. This was a gorgeous dirt road that descends into the Grande Ronde River valley. I just put my bike in neutral and coasted down.



Redmond Grade road to Troy

Stopping at the river, Steven launched his drone to photograph the scenery. After 10 miles of curvy riverside road, we began the ascent of the Rattlesnake Grade. This road is just plain fun to ride and we charged up in 3rd and 2nd gear laughing and screaming to the top. We dropped down into the oven that is Lewiston for lunch and then headed to Kamiah via a secret gravel backroad. This was the start of the Lolo Pass highway and some beautiful 70 mph scenery. As we passed a gaggle of parked sheriff's cars, one of them leaving the group merged into ours. So now we had a bit of bother trolling along at the posted 50 mph speed limit. After a bit, the sheriff pulled over for us and we continued at our lively pace. Thanks, Officer! Dropping down from Lolo Pass we arrive in Montana and headed for our campsite.

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Cruising towards Glacier along the Blackfoot River where "A River Runs Through It" was filmed. We found the route relaxed and uncrowded. Stopping at a lakeside pullout, we were talking with a friendly Montanan when we heard a strange sound coming from the forest. He informed us that it was an elk bugling. Then, on cue, a bald eagle appeared over the lake and wowed us with a flyby complete with a nearby landing. As we proceeded north, the snow-capped peaks of Glacier appeared on our right. We camped in the Flathead River Valley near Whitefish. The evening brought out the cards and a spirited game of poker ended another fantastic riding day.

Up early to beat the crowds, we headed to Glacier not knowing if we would be able to get in. At the entrance, the rangers informed us that the road to Paradise was as far as we could go and would require waiting in line. This was well short of our goal; Going to the Sun Road. The ranger also stated that the Camas Road just opened to Polebridge. We opted to explore the gravel road north to Polebridge with unanticipated fun on the well-graded



"An Eagle Fly's Through It" On Blackfoot River

road. Upon reaching the end, we found a hundred people who wanted to go into the general store. We fled back to Apgar Village for lunch and decided to attempt the road to Paradise. Approaching the checkpoint, car after car was observed turning around until we got to the head of the line. The ranger, obviously in awe of our august appearance, waved us through! So we were able to get into Glacier and travel as far as possible.

That evening, while we were waiting outside a restaurant in Whitefish, we struck up a conversation with a fellow who was a former sponsored motocross rider. He inquired about our bikes expressing an interest in the GS so I showed him ours. After a nice meal, the waitress delivered our check and said; "that gentleman paid for your meal!" How very nice!

We left Whitefish and headed south via Hot Springs Road to Thompson Falls. On the way, road signs were stating that a bridge was out on Highway 200, our route to Idaho. At a restaurant overlooking the Clark Fork, a waitperson informed us that there was a paved detour around the bridge. Blue Slide Road was a twisty, grin-producing side road that was ridden with some gusto. Pulling into touristy Sandpoint, we found an ice cream shop with homemade flavors. I had the blood orange. Yum! We proceeded into Washington and camped near Newport where we had a BBQ. The pitmaster was a fellow from Texas who taught Steven how to BBQ ribs so they don't dry out.

On our final day, we departed for home. The 400-mile route across Washington was beautiful with rolling hills of green wheat. Eventually, a strong thunderstorm rolled in with wind and sideways rain. Reaching Hood River, the storm abated and the final approach homeward was peaceful. Reflecting on our ride, it was a grand adventure with good friends, great roads, and fond memories.

BMWRO Liability Insurance By Liz Jones

One outstanding question and issue at the start of this year was if our Ambassadors or Ride Leaders at the Rally are covered by any club liability insurance policy while they are leading a ride on a motorcycle. The short answer is no. Although, after researching with Roget Paquette and Randy Carlton, Commercial Account Manager, Cascade Insurance we do have a better understanding of the liability risk for the club and club members, and the various types of liability insurance policies that are available. Based on this new understanding, we have recently added again a General Liability insurance policy for BMWRO. The club had a General Liability policy several years ago, but the policy was not renewed. We obtained this insurance not only to protect our club, but also to protect club members from lawyer fees and the possibility of a settled claim against them.

Below is a review of the different liability policies that BMWRO has purchased or will purchase annually for our rally.

- Directors and Officers (D&O)
 - \$1,000,000 aggregate for all Loss
 - Cost - \$558 plus \$100 broker fee
 - Protects current Directors and Officers from liability claims against them for decisions made for BMWRO on sanctioned events, and club assets in case of financial misconduct.
- Specific Event Liability Coverage (e.g. Annual Rally)
 - \$1,000,000 liability, \$100,000 property, \$300,000 injury (for non- members). These were the policy limits for 2019 Rally.
 - Costs – Approximately \$400 each rally
 - Required by other parties that are renting facilities to BMWRO. Currently, Grant County Fairgrounds requires this event policy for each annual rally.
- General Liability Coverage –
 - \$1,000,000 per occurrence / \$2,000,000 aggregate
 - Cost - \$1,570
 - Protects BMWRO, and BMWRO members who are in attendance at sanctioned BMWRO events from lawsuits by non-members.
 - Case Study –at a sanctioned BMWRO campout a non-member injures themselves at the club campsite, and sues BMWRO and each club member in attendance because of an injury they received. Under this scenario BMWRO and member's lawyer fees are paid for until lawsuit is settled, and for any settled claims up to General Liability policy limits.
 - While liability claims can be filed by a fellow club member the risk of a settlement against BMWRO or other individual members in attendance is minimal. The courts view that members are suing their own organization so are really suing themselves, and have also signed a release of liability form each year when they renew their membership.
 - If no insurance, BMWRO will pay for fees and settled claims against the club out of the checking account. If fees and settled claim is larger than the balance in the checking account the club will have to disband. Club members will have to rely solely on their own personal liability insurance under their homeowner's policy to defend against any claim.
- Liability Insurance for Ambassadors or Ride Leaders?
 - During the time Ambassadors or Ride Leaders are riding a motorcycle they are not covered by the General Liability policy or any other policy that BMWRO has purchased. They are covered by their own personal motorcycle and/or home owners insurance. There is no insurance available the club can purchase to cover our Ambassadors or Ride Leaders when they are leading rides on a motorcycle. Please work with your individual insurance agent for more information and additional coverage you can obtain.

Sanctioned Event Requirements:

- All non-members must sign a BMWRO Release of Liability Document for any sanctioned event, or if they attend a sanctioned event and have not registered via the website (website registration requires non-members to sign a release of liability during registration process).
- For sanctioned Ambassador rides the club and club members will be covered during non-riding periods during the event.
- Please see BMWRO Event policy about how to make sure your event is "Sanctioned". Non-sanctioned events are not covered under our General Liability insurance policy.

2020 Bylaw Changes

By Linnea Alvord

With travel restricted and more time to connect with each other over the last quarter thanks to Zoom meeting technology, the BMWRO Executive Committee had the opportunity to review and propose updates to both bylaws and policies. This is a methodical and thoughtful process of reviewing each document for its application to current club operations and needs.

We first condensed the existing Events Policy to assist members in organizing and hosting events. We hope this will encourage members to become more actively involved by explaining the considerations when forming an event idea. The revised policy also documents the implication of sanctioned and non-sanctioned events. The updated Events Policy is available by logging into the [BMWRO website](#) and navigating to the Documents folder, "Bylaws and Policies".

Because changes to bylaws require presentation to the club, and a club vote, we're highlighting this during August to give ample time for your review. We will vote on these proposed changes in October together with the officer elections.

You can review both the current version of the bylaws and the proposed version by logging into the [BMWRO website](#) and navigating to the Documents folder, "Bylaws and Policies".

The following is the summary of proposed changes to the BMWRO Bylaws:

Article III Object:

- Change Article name and references to "Objective" in better keeping with the purpose of this article.

Article IV Members:

- Simplify article details regarding non-members becoming Associate Members. All non-members who attend the Chief Joseph Rally become Associate Members through the end of the year. Non-members may also become Full Members, which is covered under the "Full Members" definition.
- Change the Honorary Member terminology to Lifetime Member to align with website defaults.

Article V Member Privileges:

- Change to remove duplicative details regarding the Associate membership dates.
- Clarify pricing for Lifetime Members for BMWRO events.

Article X Chief Joseph Committee:

- Change to remove paragraph that contains details that are specific to each rally committee's decisions, specifically:
 - 1) Arrival at the rally site on Thursday shall not be promoted in advertisements, newsletters and magazines, rally programs or any other rally communications.
 - 2) However, assuming that a specific rally location would allow early arrival and camping on Thursday any BMWRO officer or rally committee member upon inquiry shall not discourage it.
 - 3) BMWRO shall not provide any services or assume any responsibility for guests arriving before the official opening on Friday.
- Clarify that we have eliminated the availability of membership applications at the registration area.
- Simplify and remove unnecessary detail by eliminating the following statement: "Full members are entitled to bring up to two "guests" to the rally on separate motorcycles."

Article XIII Amendment of Bylaws:

- Remove reference to ballots being mailed with newsletter for voting since newsletters are now distributed electronically.

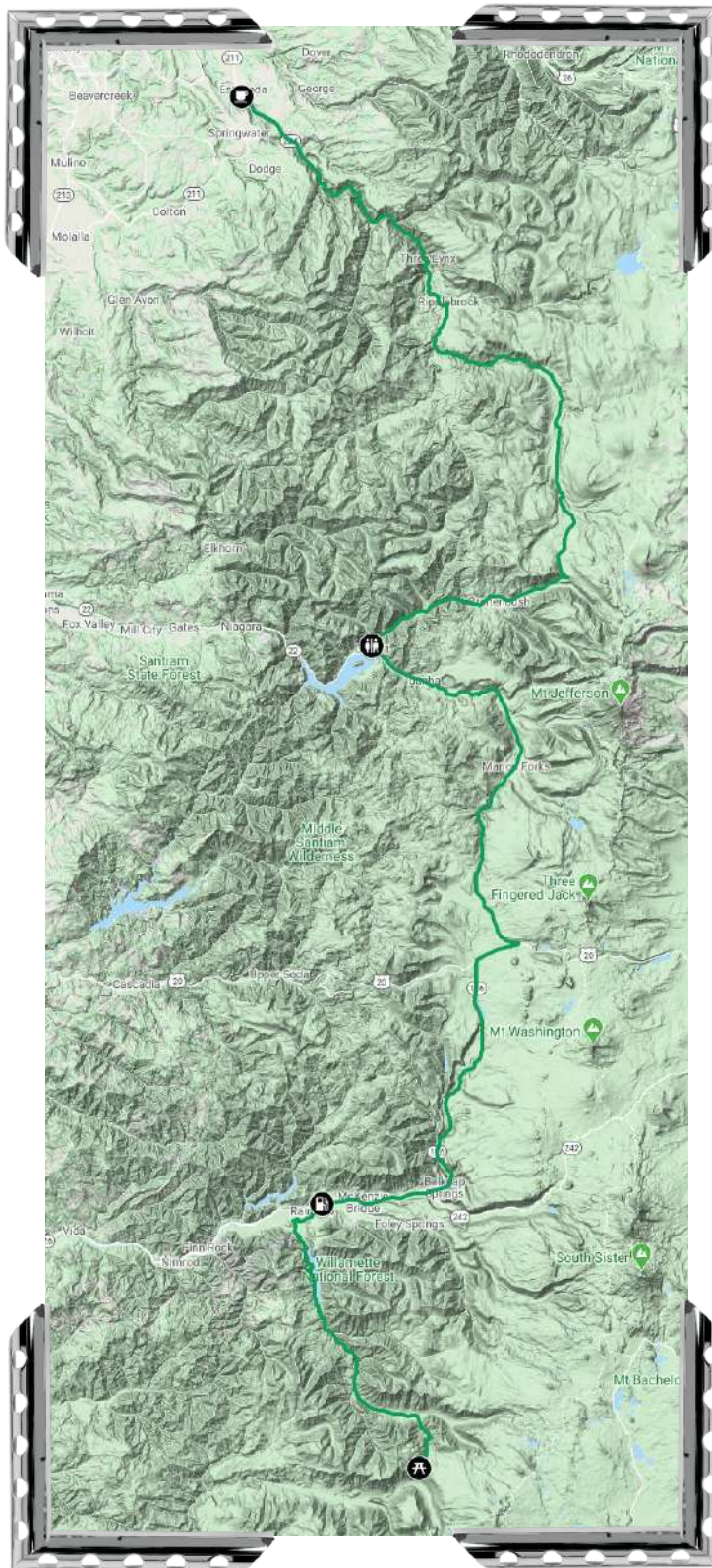
Article XV Conduct:

- Create a new bylaw regarding Conduct. While Article III and XIV both contain elements of conduct becoming BMWRO members, Article XV contains the complete outline of conduct requirements.

Off to Box Canyon to Reach Roger Paquette!

NW Ambassador Ride Report-July 2020

David Peterson #90113



[Click map for ride video!](#)

Map by David Peterson

Slowly but surely, the outside world is reawakening. Still, ride planning to lunch requires special attention, especially when the crowd size ramps up. So, it was a no-brainer when we noticed Roger Paquette's Fourth of July picnic on the Aufderheide fell on a First Saturday.

We had our destination.

And why not? The route, starting in Estacada, follows the Clackamas toward its source high in Marion County southwest of Mt. Hood, before tumbling toward Detroit. Then it follows the Santiam before cresting in lava country and descending toward the McKenzie. One ride, three of Oregon's prettiest watersheds. A great way to spend the Fourth of July. And until just now, I hadn't realized that it comprises nearly all of the [West Cascades Scenic Byway](#).

Despite the weatherman's best intentions, summer has yet to actually assert itself. So it was that as we gathered, the clouds looked like they were here to stay and Diane had her Gerbing set to "Toasty".

By the time wheels began to roll, fifteen enthusiastic riders had mounted thirteen bikes. **Chuck Mileur**, who we expected to see at the picnic, rode 175 miles out of his way so he could be with us at the start. **Chris Henry**, along with his GS buddy, **Randy Hiner**, left Eugene on Friday, camping along the way to the start. Newcomer **Jack Gilson** joined us from Tillamook. **Gary Harkins** came up from Albany. And of course, the incredible Mr. **Ripley** flew in from Phoenix, Arizona. The man loves to ride.

The rest of the gang dot the greater Portland area. **Kim** and **Janice**, from Vancouver, joined **Cam Rust**, who lives in Hillsboro, as the farthest local arrivals. **Louie Robida** jumped on the bandwagon, fresh from a week of adventure-touring in the Idaho panhandle. **Tammy Tolbert** rolled over from Tigard.

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As the clock struck 9 and I tightened the strap on my helmet, I wondered if our regular stragglers would start with us or chase us. Sure enough, as I released the clutch, up rolled **CJ Strauss** and **Justin Carr**.



Photo by Chris Henry

A quick discussion of the rules of the road...

Legend has it that this was Roger Paquette's fourth annual Fourth of July gathering in the forest. Other travel plans had gotten in the way of our attendance in past years, but in the age of COVID, even motorcycle trips have been limited. As we started, the moisture in the air turned to rain. *A soggy ride*, I thought. But it ended as quickly as it began and with every mile south, the skies got a little bit brighter.

I can't imagine that any self-respecting Oregon motorcyclist has missed the chance to ride the Ripplebrook Road to Detroit. But this is a ride report, so describe it I shall. Estacada at the north end is not a large town, but when you leave it, you expect it to take awhile for wilderness to arrive. But not three miles south of town at Promontory Park, you see the canyon unfold before you. The road sweeps along the river, then narrows as you penetrate the Clackamas watershed. At Ripplebrook Campground, OR-224 ends, becoming NF-46 as it begins the ascent to the south. The river is dotted with campgrounds, one after another along the road, until the river fades away and the forest ride remains. Cresting at around 3,700 feet, NF-46 then drops precipitously (take particular care around the last 15-mph bend!). The remaining sixteen miles to Detroit is a blissful ribbon, one corner after another, ending when NF-46 tees into OR-22. There are roads around Oregon, like Rattlesnake Canyon or Dooley Mountain, that perhaps have more legendary status. Yet, even as I have ridden it at least a hundred times, there is no road more fun than Ripplebrook Road. And it's only twenty minutes from my house! Yay, me!

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Photo by Diane Peterson

Arcing along the Clackamas River.

We had some connecting to do now that we were in Detroit. **Dan Noble** and his wife, **Louise**, elected to meet us here, along with **Dave** and **Michelle Miller**. We were a couple minutes early and after ninety minutes of brisk riding, a break was certainly in order. The Nobles and Millers arrived right on time, and soon we were bounding southward on 22 along the Santiam. A little too soon, I was to learn later, as **Mark Strand** tried and failed to snag us on the fly. Sorry about that, Mark; let me know next time and we'll keep an eye out for you.

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Photo by Chris Henry

No one's smile conveys the joy of motorcycles like CJ Strauss's!

OR-22 is a beautiful mountain road as it runs along the river. Its undoing is the traffic as a prominent route to Bend from the north Willamette valley. We caught it on a good day, and once we were all en route again, it was a fairly easy lope to the next junction, thirty miles away. On the way it was nice to see that new life has been injected into the restaurant at Marion Forks. We haven't been there yet, but the deck seating along the creek behind the building is one of the prettiest settings anywhere.

Past Marion Forks, OR-22 merges with US-20. Here we turned west, then quickly south on OR-126. The highway follows the McKenzie River from Clear Lake ninety miles to the Willamette. It is another beautiful alpine stretch, marred only by the heavy traffic it bears as a major artery. We followed the river 27 miles to Rainbow, where we stopped to stretch and gas up.

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Photo by Diane Peterson

Making our way down the Aufderheide.

The last leg was along the [Aufderheide](#). We elected to get there the back way, crossing the picturesque [Belknap Covered Bridge](#), in continuous service across the McKenzie since 1890. A few more rights and lefts and we were on NF-19, dedicated to [Robert Aufderheide](#), Willamette National Forest Supervisor from 1954 until his death in 1959. Since we were on a mission, we would have to leave clothing-optional Terwilliger Hot Springs for another day. Cougar Reservoir was pleasingly high, a far cry from my last ride on the Aufderheide, late in the summer of 2017, when water was barely visible. Another pleasant surprise was to find the roadway had been recently resurfaced. As pretty as the drive is, care has always been necessary, or one could easily bend a rim. Care was still required, but the new pavement made for a lively chase along the last few miles of the ride.

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Photo by David Peterson

Motorcycles in the forest on a warm 4th of July...it doesn't get much better than this!

Forty-five minutes later, we rolled into the primitive horse camp that is Box Canyon Campground. There we joined another dozen or so of our community. It was a frenetic affair, with old friends hailing other old friends while optimistic grillers jockeyed for position around 1.2 square feet of fire. It was great to interact with everyone, albeit from a safe distance. After a couple of hours, engines fired and the crowd began to thin. But a good time was had by all. Roger deserves special thanks for making it all happen—and for getting there early enough to make sure we were in the right spot.

I'm not sure where folks headed as we parted ways. For our part, Diane and I teamed with Kim and Janice for a lovely dinner and stay at the nearby Eagle Rock Resort. Then we connected with Cam Rust for a glorious two-day ride home along the Umpqua and Siuslaw Rivers. A wonderful journey, the story of which we'll save for another time...

Check out photos from past First Saturday rides [here](#). And if you have photos of your own you want to share, don't hesitate to forward them to David at dwpeterson01@yahoo.com.

Total miles, July Ride:	211
Total First Saturday miles – 2020:	1,018

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Rhodies in full bloom at Box Canyon Photo; Carol Dallas



Roger Paquette (as Uncle Sam) enjoys the turnout for his Fourth of July picnic.

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'Uncle Roger' Photo 'by Carol Dallas



Dana White of Tigard with his new 2013 f700GS

Photo by Bruce Hendrickson

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