

50th Anniversary

BEEMER ZEITUNG

AUGUST 2022



CATEGORY I Photo for AUGUST

ANHEUSER ESTATE

Submitted by: Stephen Slisz

True North

We finally made it to Natchitoches Louisiana! We've been trying for a few years to make it back to the Natchitoches Jazz Festival and the spring crawfish run. While still not a perfect vacation, the weather and the COVID pandemic of previous years didn't get in the way of our fourth scheduled ride in the club's 50th Anniversary season. Mike Valentin and I along with special appearances from Reed Roach, Mitch Fetters, Ben Langley, Mark Jensen and Charles Lamb from the Lone Star Riders, made the ride to Louisiana's oldest city a fun excursion. Jack Corley and Charlie Vaughn drove down in their car the first day and met us for lunch at the Clear Springs restaurant in Nacogdoches and then followed along to Natchitoches.



Billed as a visit to the Jazz and Crawfish Fest, the crawfish were a little scarce this year. Supply problems and troubles hanging on to employees forced my favorite restaurant, the Crawfish Hole, to close and end their season early. We were about a week too late to partake in their boiled Mudbugs. Friday evening, in keeping with the theme, we found a nice white-tablecloth, upscale Seafood restaurant on the shores of Sibley Lake. **The Mariner restaurant** has some tempting choices on the menu - Panko Encrusted Sea Bass, Seared Ahi

Tuna and Shrimp Oscar with Lump Crabmeat, but I fixed my Mudbug craving by ordering the Crawfish and Shrimp Fettuccini. I was about to recommend the Mariner for a future dinner stop, but sadly, about three weeks after we dined there, the Mariner had a devastating fire and is currently closed for a rebuild.

Saturday plans were to visit two of the historic plantations in the area that are open to the public. We skirted the historic section of downtown Natchitoches on University Parkway and connected with the scenic Fish Hatchery Road that runs along the Cane River. **The Cane River** is actually a lake formed by a course change of the nearby Red River. Prior to European settlement of the area, a raft of fallen Cottonwood trees formed a log jam on the Red above present day Alexandria and settled in place forming a natural dam. As the log jam cleared, the Red River breached its banks, rerouted and deepened while the Cane section of the river became shallower and unusable for the river boats of the period and their transportation of goods to and from Natchitoches waned. In the middle 20th century the Cane River was dammed at both ends to create the new lake. Today the lake is used mostly for recreation.

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Our day's first stop was the **Cane River Creole National Historical Park** and its **Oakland Plantation**.

Despite being a national park, the Oakland is admission free and many of the plantations buildings are open for self-guided tours. The Oakland was started in 1789 with a land grant to the French Creole Prud'homme family. In 1818, Emmanuel Prud'homme started construction of his plantation home and began to purchase enslaved workers to labor in the fields and build the structures needed on the plantation to house many of its slaves and the plantation's overseers. Most of those quarters remain standing and are also open to visit.



The second plantation, the **Melrose**, has an unexpected history behind it being one of the largest plantations in the United States built by and for free people of color. Marie Thérèse Coincoin was born a slave and later freed by the father of her 10 children, a young French merchant - Claude Thomas Pierre Metoyer - who gave her a yearly allow-

ance and a parcel of land when he returned to France. With her new freedom, a yearly allowance, and the land given by Metoyer, Marie began raising tobacco and cattle. Her family owned Melrose Plantation from 1796 until 1847, when her heavily indebted great-grandson lost the family home. The Melrose community, populated by free people of color, thrived as business people, plantation owners, and also slave owners. The plantation changed hands several times during its history, including Union and Confederate occupation, until the Reconstruction Era when Fanny Hertzog established the Freedmen School at Melrose, which provided the first for-

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mal education to former slaves. The last private owners of the Melrose turned it into an artist and literary community until 1970 when the plantation was sold at auction to Southdown Land Company.

Later Saturday evening a few of us made our way downtown to catch a bit of the Natchitoches Jazz Festival with headliners The Commodores. Maybe it was the sound system or maybe the band is getting a little long-in-tooth but the show was a little lacking in my opinion. I actually liked the opening band featuring Merle's oldest son, Marty Haggard, much more. It was really hot and earlier there had been some pop-up showers in the area making the humidity ramp up into the intolerable range. I wussed out a bit, and sad to say



we didn't stay till the end. On our way back to the hotel we hit **Fontenot's Cajun restaurant** for a bite to eat. Ben, Jack and Charlie found this spot the night before and it was on their recommendation we stopped off. I had some stuffed deviled crab that was pretty tasty but it was the deserts that really snagged our attention. How about Beignets, Bourbon Pecan Pie, New York Style Cheesecake, Seven Layer Sin Cake and Bread Pudding to drive up your final dining tab!

Unfortunately on the way down Friday, Ben Langley had a zero-speed tip over at one of the tricky back-road stop signs and that spooked him a little. Other than a couple of bike scratches and some shaken nerves, Ben was OK and the rest of the trip was uneventful SNAFU-wise. The ride home on Sunday was a little wet as some light showers pestered us almost all the way to the Canton area.

There are a couple more 50th Anniversary rides coming up this fall, so make sure you get out and participate in the club's historic season. Be part of the adventure and sign up soon!

"Yeeha" Stephen Slisz

CATEGORY II Photo for *AUGUST*



**THE WATERTON LAKES
ALBERTA CANADA**

**by Johnny Kresena
Taken after the Billings, MT rally**

Ozark 200 Dual Sport Ride

June 11-12, 2022

New Blaine Arkansas



Contributed by Bill Luce

A buddy of mine (Dave Calligan- a past DFWBMW member, currently residing in CO) was planning to ride the **Ozark 200 Dual Sport Ride** so having never ridden in one before, I decided to join him. Hosted by the **Dirt Riders of Arkansas Club**, based at the New Blaine Community Park and Fire Department in AR, it was routed through the **Ozark National Forest** and was rated medium challenging with several “Hero” rated alternates. The route involved virtually no pavement, only a few miles to get to lunch, gas, or back to start. The Forest Service opened up several “no motorized vehicle” single track trails just for the ride. There were NO GPS files provided, instead it was navigated via route books (turn left, right or go straight at a specific mileage). The mileages had reset-to-zero points about every 15 miles and the club used arrows posted at turns to help you along. Some suggested you could ride without the route books and just follow arrows, but we found a few places where that just wouldn’t work; although we could mostly look for the muddy tire paths and figure it out. You see, the area had experienced 5.5 inches of rain in the days prior to the ride, so we were told to expect lots of water. That was an understatement. At the riders meeting, they noted that a few reroutes were required due to high water and that arrows always over-ruled the route sheets because of the rerouting. It seems like there were about 80-100 bikes participating. Dave was riding his **Beta 500RR-S** and I was riding my **Yamaha WR250R**.

We took off immediately after the riders' meeting. They did say that the sweep-up crew would leave 1 hour after the riders' meeting to remove arrows and help any hurt riders or help with any broken-down bikes. So, it wasn't a race, but we felt a little pressure to stay ahead of the clean-up crew.

There were many mud holes and creek/river crossings. In fact, way too many to count and per Dave quoting Forrest Gump, the mud holes were “just like a box of chocolates, you never know what you're gonna get”. Some were shallow, some deep, some had hard bottoms, some were muck, you might also encounter a huge tree root, rock(s) or log. We just never knew until we were in it. The flowing creeks were sometimes clear enough to see what lay at the bottom, but not all. In many, many cases, you would encounter a mystery mud hole (sometimes 50’ long) every 100 yards for miles and miles, each offering up a new surprise. I found myself stalled in the middle of several, with at least 1 boot fully dunked, usually stuck on a root, rock or just deep muck. One particular time I was in the right-hand groove and it was getting deeper and muckier. I inadvertently started leaning to the right and of course the front tire could not climb out so I started falling over. My right boot was trapped between the bike and the edge of the

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groove so I lifted my left leg over the bike to catch myself. I managed to step off the bike and free my right boot and the bike stood there stuck in an upright position. I wasn't touching it and it didn't fall over. I just stepped back on, restarted it and plowed on.

We went up and down trails where water was just flowing with or against us along the trail. We also encountered many of these wet trails with baby-head



sized rocks all around. These rocks were typically slippery with water & mud and mostly unavoidable. We just had to plan our track, then react and replan when thrown off that track and continue until past that section.

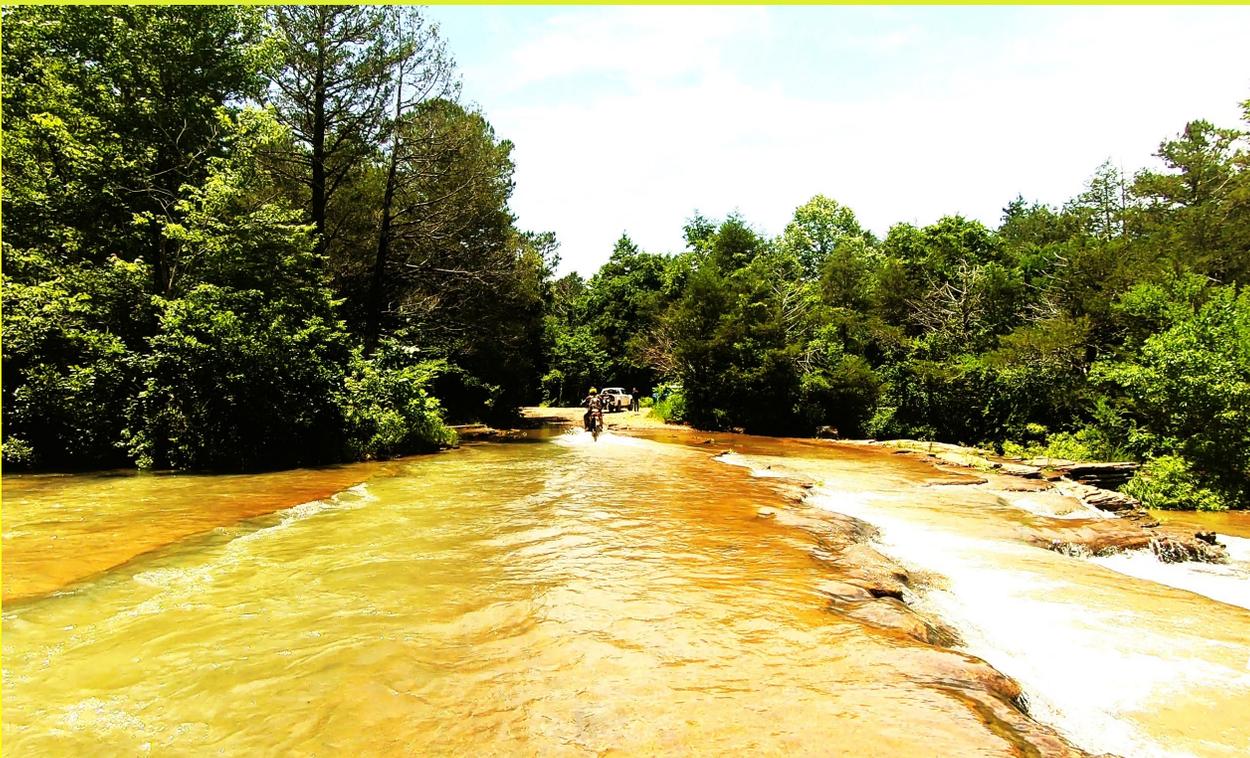
At the morning riders' meeting, they kept talking about "52 hump hill", noting that there

would be Emergency Medical Technicians (EMTs) at both the top & bottom and that there would be a bypass for less experienced riders. As a result, I was expecting something very challenging. It ended up being quite a letdown for us. Yes, it was long, but most sections were not particularly steep and rocky. We had already experienced several much steeper and rockier climbs prior to reaching **52 hump hill**.

One thing to watch out for on these rides, if you aren't a speed freak, is other riders coming up behind and passing you. On one such occasion, I was riding along, jumping from left to right and back on the jeep trail looking for the best line, when a dude rides up quickly from behind and tried to pass on the left without warning. That was just as I jogged left to avoid a mud hole. He quickly veered further left and off the trail. I stopped and he stopped and he apologized for scaring me. I was so shocked that I didn't apologize for running him off the trail. He stopped me later and apologized again. We finished the morning route at a gas stop where we were all gassed up and fed for free. We took maybe half an hour to rest and then we hit the afternoon route. Guess what we encountered? Yep, many more mud holes and creek crossings.

Dave was the only one of us that fell to the ground. We stopped at a "scenic overlook". I put that in quotes not because it wasn't scenic, but because most riders seemed to be using it mostly as a rest break. Anyway, Dave put his side stand down and started to dismount. His right leg got hung up on his tail bag and over he went; right in the midst of about 15 other riders. Several riders (including me) jumped over to help free Dave, as his left leg was pinned under the bike. A bit embarrassing for him, but no worse for the wear.

Miller's Crossing was one of the first things we encountered in the afternoon. We came to a river and could see several waterfalls (about 1-2 feet each) spanning the river. It was not clear what we were supposed to do. Then a side-by-side came down river on one of the tiers between falls. So, we turned left and backtracked where the SBS had come from. Turns out it was no big deal, some slippery moss on the bottom and generally less than 1 foot deep for about 150 feet. At the out-bank there was another EMT. We saw this guy several times at various places on the route and again at the very end. He told us only about half the riders actually went across Mil-



ler's Crossing, opting for the bridge instead. We didn't see a bridge or we might have considered it as well.

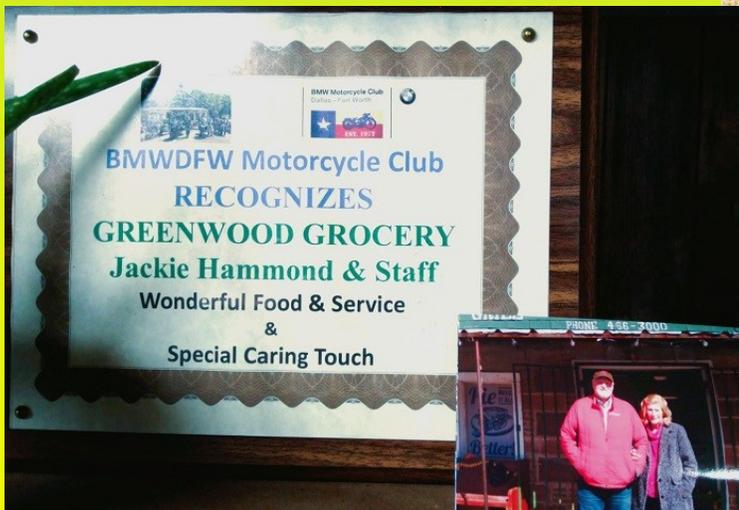


LOOKING BACK

By Darwin Slaughter

One of the best things about being a member of BMW/DFW is the people we meet. Obviously, there are all the folks in the club, but there are others who cross our paths as well. One of these is **Jackie Hammond**, owner of the **Greenwood Store**. Until I rejoined the club, I had never heard of Greenwood, much less go there. After joining a day ride to the store, it became one of my favorite lunch destinations. The backroads are twisty and the burgers excellent. There is a lot more to Greenwood Store, though..a lot more.

As some of you know, I lost my Mary several months ago. A month before she passed we drove up to Greenwood. Mary loved rides in the country, even in the truck. This was when we met Jackie for the first time. Unfortunately, there was nothing on the menu that day Mary could eat. Rather than just saying "oh well", Jackie sat with us and talked with Mary about what she might like to eat. She then jumped up, grabbed some things off the shelf, spoke with the cook and ...presto!!..ten minutes later brought Mary a huge steaming bowl of home-made chicken soup. Mary said it was the best



she had ever had. This was an above -and-beyond kind of moment. Jackie's awareness and empathy was incredible, as well as her customer service. She then took a photo of us in front of the store for her Facebook page.

When I told Carter about the incident, he suggested we present Greenwood Store with a certificate of appreciation from the club. He handled the printing, I framed it and delivered it to Jackie. She was quite surprised

about receiving recognition for such a kindness since that is just who she is. However, I forgot to get a picture that day. I went back up on 5/25 since it was a nice cool day, and corrected my oversight. She was very busy that day, but Jackie took time for a picture. The certificate occupies a place of honor on a shelf in the back of the dining area, just above the award she received for having the best catfish in Wise County.

SPEAKING OF LOOKING BACK....



Who is handing Andy his memorial hat at the end of the TAT West in 2011, at Port Orford, Oregon?



For another great prize....

Guess who this is on US 287 near Amarillo, TX

1975



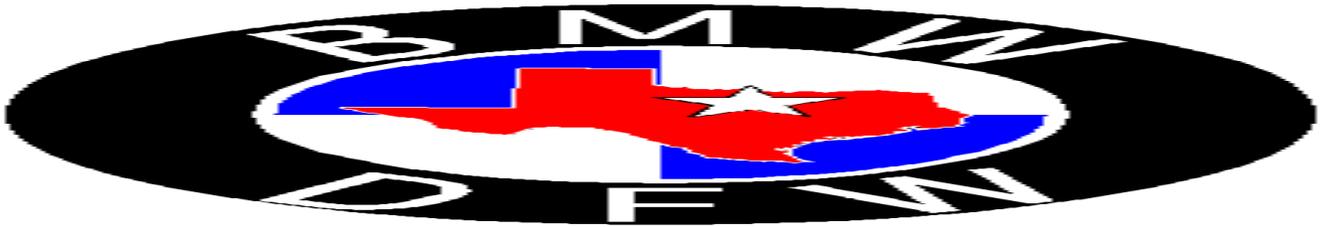
Or, who are two riders on either side of me on the beach in Port Orford???

NO ONE HAS YET IDENTIFIED 2 OUT OF THE THREE RIDERS BELOW !!!!!



EDITOR NOTE: Any club member who can accurately identify 2 out 3 riders in this photo, except the riders themselves, wins....

A valuable coupon from WHATABURGER.



2022 Signature Rides

Landmark Rides for a Landmark Year

Mar 30-Apr 6, Roswell, NM - Thank God it's Spring – The Trinity Site Excursion [Click here for GPX](#)

Apr 21-24, Eureka Springs AR – The Roads of Spring – The Ozark Escape [Click here for GPX](#)

Jun 16-19, Springfield, MO – BMWDFW Ride to the BMW MOA 50th Anniversary National Rally

Jun 19-24, Cape Girardeau, MO - MOA After Ride [Click here for GPX](#)

Sep 15–18, Mena, AR - Rich Mountain Rendezvous at the Queen [Click here for GPX](#)

Sep 28–Oct 2, Kerrville, TX – Texas Spelunker Tour/ MOA Getaway, Kerrville [Click here for GPX](#)

Oct 21-23, Eureka Springs, AR – Annual Fall Color Tour ([Click here](#) for event info)

“Ride ‘em - Don’t Hide ‘em”

RECURRING CLUB ACTIVITIES DETAIL

BMWDFW Club Forum

Our members' forum is at the **BMWDFW Group.io** [Click here to join](#)

CLUB MEETING, 7:30 PM, 2nd Tues, MONTHLY, except December

Spring Creek BBQ, 1509 Airport Freeway, Bedford, TX. Located on the westbound access road of Airport Freeway at the corner of Forest Ridge Drive in Bedford. Dinner and social begins 6:30 pm.

CLUB BREAKFAST / RIDE, 2nd Sunday, MONTHLY

Destination to be announced each month. Watch [BMWDFWGroup.io](#)

CLUB BREAKFAST, Saturday, 7:30 AM/8:45 AM

WEEKLY. Original Pancake House in Grapevine, 1505 William D Tate Avenue, Grapevine, TX 76051, (817) 421-3444.

AD HOC RIDES



VINCE BRECKNER

2022

BMWDFW

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2022 UPCOMING CLUB RIDES & SPECIAL EVENTS

Click on the listed event for more information. [Click here](#) for the most current updated event information.

Sunday - August 14 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sunday - September 11 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thursday - September 15 - September 18

[Farewell To Summer Ride Away – Rich Mountain Rendezvous](#)

Saturday - September 24 @ 6:00 pm - 9:00 pm

[BMWDFW Cool Your Rocks Cookoff](#)

Wed - September 28 - October 2

[The Texas Hoedown/Thrill In The Hills & The BMWDFW Texas Spelunker Ride Away](#)

Sun - October 9 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Thu - October 20 - October 23

[BMWDFW 50th Anniversary Celebration Fall Color Ride Away](#)

Sun - November 13 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sun

December 11 @ 8:00 am - 4:30 pm

[BMWDFW 2cd Sunday Breakfast and Ride](#)

Sun

December 11 @ 6:00 pm - 9:00 pm

[BMWDFW Annual Award Banquet](#)

**Kresena did this
at the Billings, MT
Rally.....???**



Membership Meeting
Tuesday
AUG 9
7:30 PM

Spring Creek BBQ
1509 Airport Fwy
Bedford, TX
817-545-0184

At Forest Ridge & Airport Freeway (Hwy 121)

