



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



July, 2018

Volume 42, Issue #7

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



Kah-nee-ta Lodge, a sentinel atop the Warm Springs Valley

photo by Diane Peterson

I Think I'm Catching A "Code"

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Epic Trip to Florida from Oregon 26 days

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A Regional Rendezvous in Kah-nee-ta

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BMWRO

Coming Events



Club Sanctioned Events

- Event:** **Sixes River Coastal Campout**
Date/Time: Friday, July 27, 2018, until Sunday, July 29, 2018,
Place: Edson Creek Campground Sites B & C, Port Orford, OR
Description: Bring your tent and sleeping bag to this beautiful grassy campground among tall trees. We'll cook the Saturday night dinner, you're on your own for the rest. Great paved and dual-sport riding in the area. Enjoy the warmth while getting out of the wind a little off the beach, about 10 miles inland from the ocean and highway 101. Cool off in Edson Creek, which bends around the big group campsite and has a nice little swimming' hole. Groceries and restaurants are about a 15 mile ride away in Port Orford. We did this in 2015, and had a wonderful relaxing weekend—come join us again!"
Cost: For members:\$5.00
For non-members:\$10.00
It is preferred that you register on-line.
Contact: Keith Matteson, MotoMatteson@gmail.com
- Event:** **Walton Lake Campout and Quarterly Meeting**
Date/Time: Friday, Sept. 7th at 2 pm to Sunday Sept. 9th 1 pm
Registration ends September 4, 2018.
Place: Walton Lake Campground Large Group Site Ochoco National Forest
Description: Primitive camping with fun paved and GS routes in the area. Nearest gas and supplies are 30 miles away in Prineville. Club will provide dinner on Saturday. All other meals are on your own. Quarterly Club Meeting will be held Saturday afternoon. We have the Large Group Campsite, which has more flat space for tents and is closer to the water supply than our last campout at Walton in 2016. See [campground website](#) for detailed directions to the site and for description of campground.
USFS places a limit on space for RV's and cars, so if you are planning to bring an RV or car, please contact Alice LeBarron prior to registering.
Cost: For members:\$5.00
For secondary members:\$5.00
For non-members:\$10.00
It is preferred that you register on-line. If you have a problem paying, on-line, contact Alice LeBarron to make other arrangements.
Contact: Alice LeBarron **541-647-7194**
bmwro.secretary@gmail.com

- Event:** **Women Riders Campout**
Date/Time: Friday Sept. 14th at 2 pm to Sunday Sept. 16th at 1 pm
Registration ends September 10, 2018.
Place: Cape Perpetua Campground Group Site
Description: Primitive camping (no showers, but there is running water). Nearest gas and supplies are three miles away in Yachats. See [campground website](#) for detailed directions to the site and for description of campground. The group campsite has a large covered shelter, a fire pit, and a large grassy area for tents. There are nice hiking trails from the campground as well as good riding in the area. The Women Riders Campouts are typically low-key events with plenty of shared stories and ideas, as well as opportunities to learn from one another in a supportive environment. Food is typically shared or on your own. Due to limited parking, there will not be room to accommodate cars or RVs.
Motorcycles & Spyders only, please.
Cost: For members:\$5.00
For secondary members:\$5.00
For non-members:\$10.00
It is preferred that you register on-line. If you have a problem paying on-line, contact Alice LeBarron to make other arrangements.
Contact: Alice LeBarron **541-647-7194**
bmwro.secretary@gmail.com
Jalene Case **541-272-2337**
jalenecase@gmail.com



Recurring Events

- Event:** **Central Oregon 2nd Saturday**
Date/Time: Second Saturday of each month
Location: Various ride and lunch locations in the Central Oregon Region.
Contact: Alice LeBarron **541-647-7194**
alicelebarron@hotmail.com
Gary Stead **541-593-7461**
garystead67@gmail.com
- Event:** **Central Western Region 1st Saturday Ride**
Date/Time: Various dates and times. See the event calendar on the web site for more information.
Location: European Motorcycles of Western Oregon
Description: Various routes.
Contact: TBD
- Event:** **Southern Oregon 1st Saturday**
Date/Time: First Saturday of each month
Location: Various lunch/breakfast and ride locations for southern Oregon members.
Contact: Dan Hall, dnehall@frontier.com
Mark Collier **541-499-1395**
mcollier5895@gmail.com
- Event:** **NW Oregon 1st Saturday Ride**
Date/Time: First Saturday of each month
Location: Various breakfast and ride locations in the Northwest Oregon Region.
Description: Finding the twisties and connecting with our membership for grins and food sharing.
Contact: David Peterson **503-327-5592**
dwpeterson01@yahoo.com
Mike Ripley **503-789-2966**
gobeezer@live.com
- Event:** **Doc Wong Riding Clinic**
Date/Time: Second Saturday of each Month, 9:00 am
Location: Mr. Ed's Moto: 414 Queen Avenue, Albany
Contact: Don Weber **541-791-5142**
don@mredsmoto.com



Heard-On-The-Road

- Event:** **46th Cascade Country Rendezvous**
Date/Time: Thursday, July 19, 2018 to Sunday, July 22, 2018
Place: [Ferry County Fairgrounds](#)
14 Lawson Way, Republic, WA
Description: Registration will include Friday evening dinner, morning coffee, cold refreshments in the afternoon, evening beer garden, camping, off-road training, seminars, off-pavement and on-road guided rides, access to GPS tracks, and door prizes. Saturday's dinner will cost \$25 and is **only** available to **preregistered guests**. As usual, this will be fabulous catered meal.
Registration: Due by July 8, 2018. Register online at [Washington State BMW Riders](#)
- Event:** **Idaho BMW Riders Stanley Stomp**
Date/Time: Thursday, August 9, 2018, 8:00 AM until Sunday, August 12, 2018, 5:00 PM
Place: Sawtooth Lodge. 27 miles north of Lowman, Idaho. Go to www.idahobmwriders.com for more information
- Event:** **Bee Cee Beemers Nakusp Hot Springs Rally**
Date/Time: Thursday, August 16, 2018, 8:00 AM until Sunday, August 19, 2018, 5:00 PM
Place: Nakusp Municipal Campgrounds
4th Street and 10th Avenue NW, Nakusp, B.C. Canada
Description: The Nakusp Hotsprings Rally has become a tradition - one that has BMW riders from all over North America returning to year after year
Contact: www.beeceebeemers.com
- Event:** **20th Annual Beartooth Rendezvous**
Date/Time: Thursday, August 16, 2018, 10:00 AM until Sunday, August 19, 2018, 12:00 PM
Place: Lions Beartooth Mountain Youth Camp
Hwy 212 (10 miles south of Red Lodge)
Red Lodge, MT
Description: Ample space for tent camping; plus 13 cabins with 8 bunks in each; hot showers and toilets in bath houses. Thursday, Friday, and Saturday dinners provided with registration. Our dinners are of the meat and potato variety. A great band.
Cost: Registration before July 20. \$80.00
Registration after July 21 100.00
More details: Visit the BMWRO.org website and visit the Event Calendar in the month of July for more information.

BMWRO President's Message

by Bob Metzger



I Think I'm Catching A "Code"

The other day, I found myself buying oil and a filter to change the oil in my 2016 RT. We all know BMW branded products carry a premium when it comes to price, but to me it's worth it considering the motorcycle is still within the warranty period and oil is cheap compared with the cost of repairs. While changing oil, I began reading the back of the bottle and started to wonder, "What do all these codes mean?" I knew what some codes meant, but decided to do some research. I thought I would share my new-found knowledge with my fellow BMWRO members. Hold tight—here we go!

Automotive Oils

Let's begin with codes generally seen on the back of automotive engine oil. We are all probably a bit familiar with the SAE (Society of Automotive Engineers) and API (American Petroleum Institute) "donut" shaped symbol.

The middle of the "donut" tells us about the viscosity of the oil. The number to the left of the "W" tells us that at 0 degrees Celsius, the oil has a viscosity of 5 m²/second. The number to the right of



the "W" tells us the oil will be more viscous at 100 degrees Celsius and will better resist flow in response to stresses placed upon it. Here is a quick quiz. What does the "W" mean? If you said "weight" you are wrong. So was I. The "W" stands for winter. It's telling us that during winter months, we need to use an oil that has a low viscosity to allow the engine to start more efficiently.

Let's look at the top of the "donut". That area shows us the API service classification of the oil. Oils have changed a great deal since our grandparent's, and parent's time. They have changed in response to better engine manufacturing techniques and the need for better lubrication. Many oils on store shelves today are obsolete in terms of their technical specifications and could actually harm modern, efficient engines. Take a look at the chart below—next page..

Notice how many of the oils are now obsolete. They do not contain the detergents, anti-foaming, and friction reducing additives needed by modern engines.

It is important to note that higher rated oils such as "SM" and "SN" oils are backward compatible with older engines. Notice the bottom of the SAE "donut" tells us that the oil is engineered to conserve resources when compared to a reference test on conventional oil.

Motorcycle Oils

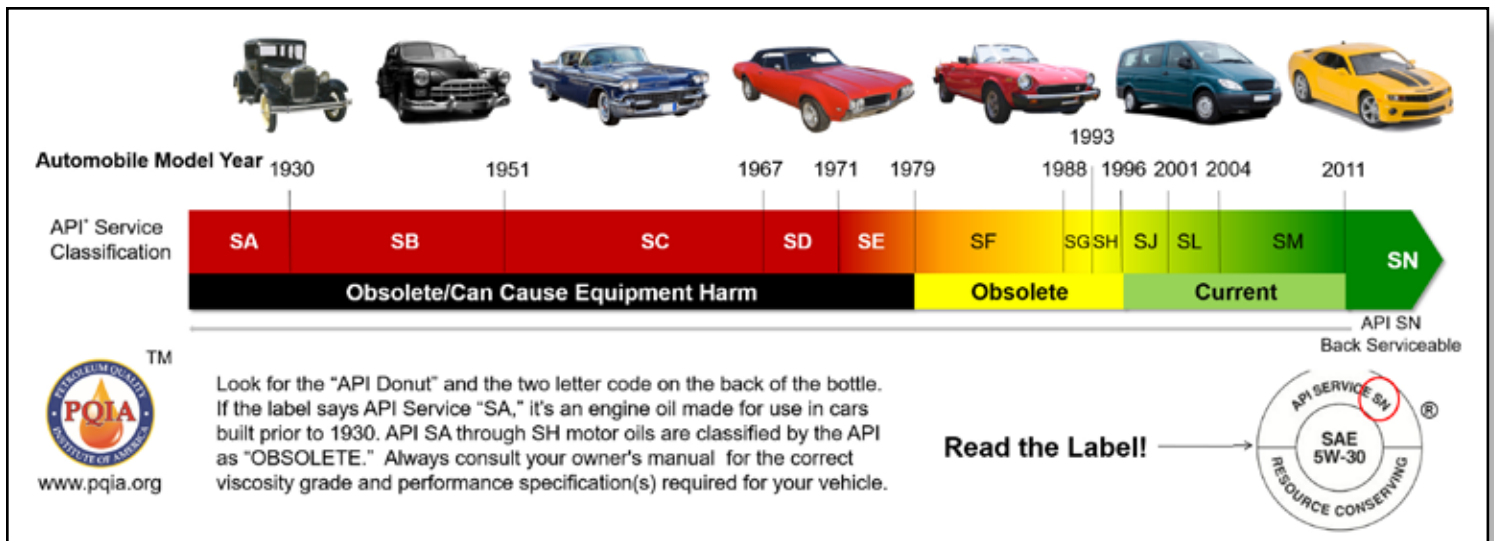
Car oils are being blended using ever increasing amounts of friction modifiers. Although this is good for cars, it is not good for motorcycle engines. These friction modifiers can cause wet clutches to slip at higher revs. As motorcyclists we need to become better informed about the motorcycle specific engine oil codes.



First, let's look at the front of a bottle of motorcycle oil. Typically, you will see "4T"—which means the oil is formulated for 4-stroke motorcycle engines. 2T means the oil is formulated for 2-stroke motorcycle engines. Now look for the JASO rating. Often it is boldly printed on the front of the bottle—such as the Motul image—and sometimes it is in micro font on the back of the oil container.

JASO stands for the Japanese Automotive Standards Organization. In 1998 JASO created their own set of oil performance and quality standards for Japanese gasoline engines including motorcycles.

The JASO T-904 MA and MA2 standards denote oils suited for motorcycle engines with wet clutches. One element of the MA and MA2 standard is a test to insure that the oils are compatible with wet clutches.



The MA2 oils deliver higher friction reducing performance and are approved for motorcycles that use catalytic converters.

Oils that carry the JASO T-904 MB code are **NOT** suitable for motorcycles with wet clutches. MB oils are suited for motorcycles that use separate engine and transmission oils, such as older BMW and Harley Davidson cycles.



If you have an insatiable thirst for more knowledge on JASO oil specification evolution, go to www.mototribology.com/articles/jaso-explained-part-1

All motor oils come in basically three "flavors". These are conventional mineral (crude oil), semi-synthetic and full synthetic oils. So what's the difference between these three types of oil, other than price?

Mineral oil, is about 75% refined crude oil. That is known as the base stock. The other 25% of the bottle are additives such as anti-wear agents, anti-foaming agents, and viscosity modifiers. Mineral oils contain some leftover unstable molecules from the refining process and sulfur. Mineral oils are less stable than synthetic oils. They oxidize and breakdown under high load conditions versus stable synthetic oil.

Synthetic oils use a base stock that has been chemically synthesized, plus the additional agents listed above. As such, they do not contain impurities and are not prone to break down under high load conditions. The molecules in synthetic oil are very stable and resist wear better than mineral oil. Synthetic oils include a class of molecules known as "esters". Esters are polar molecules that

are attracted to positively charged metal surfaces. This creates a strong film on the metal surface that translates into better lubricity. Esters provide superior lubrication, however they are expensive to synthesize. This is why synthetic oils command a higher price.

Semi-synthetic oils are a blend of mineral and true synthetic oil. They provide good lubrication but at a fraction of the cost of full synthetic. I think of semi-synthetic oil as the Swiss Army Knife of lubricants. They get the job done, but not as well as using a proper tool.

So what oil should you use? If you're confused, always go with OEM recommendations. Read the labels and the codes on your oil bottles. Arm yourself with knowledge! If you are still confused you might check-out the Bel Ray lubrication advisor at: http://www.belay.com/lubricant_advisor. It is a comprehensive interactive guide for choosing any and all lubricants for your particular make and model of motorcycle.

"Oils" well, that end well...

Bob



NEW MEMBERS

Motorcycle

Doug Courtney, Redmond, OR 2006 BMW K1200LT
Ian Gibson, Medford, OR 2018 BMW R1200R
Larry Cagle, Bandon, OR Kawasaki Versys X300
Barbara Allen, Gresham, OR 2015 BMW F800GS
Todd Rahm, Creswell, OR 2017 BMW F800GS
Eric Means, Portland, OR 2014 BMW R1200RT
Bhaskar Ganguly, Portland, OR 2015 BMW R1200RT
Brad Cunningham, Eugene, OR *bike unknown*
Douglas Young, Bend, OR *bike unknown*
Frank Pinelli, Camas, WA 2007 BMW F650GS

Bylaws, Policies & Guidelines

If you are interested in any of the above, just visit our website and download. www.bmwro.org

FIND THE BMWRO NEW MEMBER APPLICATION FORM ONLINE:

[HTTP://BMWRO.ORG](http://BMWRO.ORG)

BMWRO Club Officials

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bmwro.vp@gmail.com

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Club Liaison

Volunteer needed
bmwro.news@gmail.com

Activities

Chris Henry, (541-915-4616)
bmwro.vp@gmail.com

Ambassador Program Welcomes New Members

Ambassadors for the Four Regions are:

Central Western Region

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

Ambassador Volunteer Requested—

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

Gary Stead —541-647-0135
garystead67@gmail.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

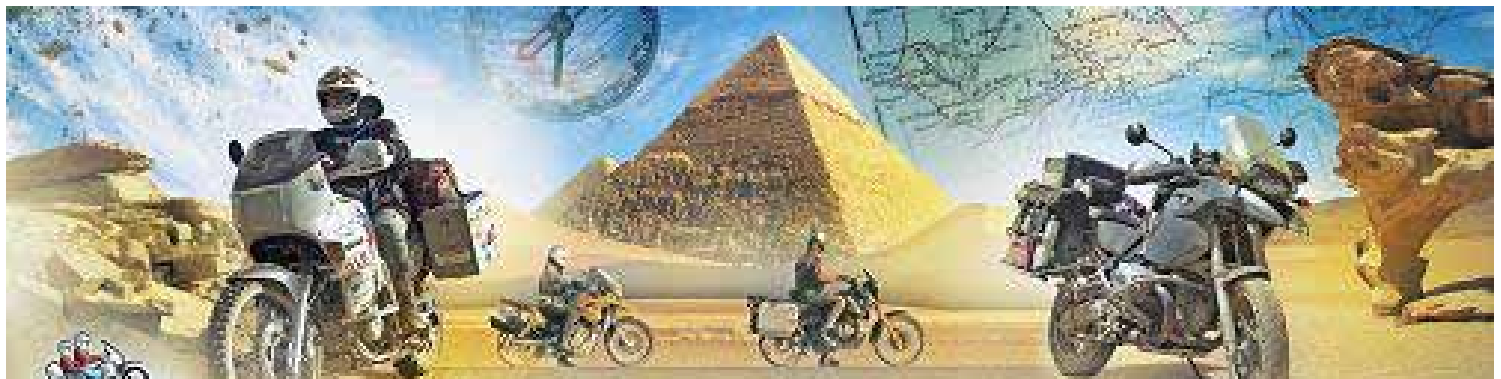
Northwest Region

(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

Michael Ripley—503-648-0578
gobeezer@live.com

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



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Epic Trip to Florida from Oregon 26 days

from Clarence Story

Last fall, did the Three Flags ride for my third time and rode with Bill, a retired Navy submariner. This January—having breakfast with Bill—he asked, “Hey, Clarence, my submarine is having a reunion in Jacksonville, Fl. You’re retired, why don’t you come along?” Boy, couple of days of thinking about it and then the wife, said, “Well, you’re not getting any younger!” Wow, is it a go or not? It was a “GO” and time to start planning the trip: Two new Michelin tires from Premier Motogear out of Albany, OR and full synthetic oil for the 2002 K1200 LT—with 108,200 miles, a Russell “Day Long Seat”, Ted Porter’s BeemerShop–Yacugar suspension tuned for my weight and luggage. The helmet a SHOEI RJ open face with a RKA SENA Bluetooth headset on .

Spent several nights working on an itinerary—as have to know where you are going. The direct route is 3065 miles to Jacksonville, Fl. Bill—and another rider, Tom—would leave a week before I did from Northern CA; I would leave Eugene, OR and ride to Phoenix, AZ to meet my riding buddy, Tod Roy. Bill and Tom’s idea was to stay off the freeways and roam the back roads. The general plan was to travel near Interstate 10 east and Interstate 40 west depending on weather. Also, I have been accruing National Parks Passport Stamps for many years and plan on picking up some new stamps.

Day 1—April 23.

I leave Eugene early to beat the traffic and headed south on I-5. This is a major freeway; but, from Eugene south to Redding, it has lots of curves and mountains.



Clarence on “The Tail of the Dragon”

Took heated jacket and needed it through the mountains; but by time I got to Redding, it was 92 degrees. I spent the night in Gridley, CA with a cousin on my mom’s side.

Day 2

Left early to get through the Sacramento morning traffic and needed to just push for miles. I stayed on I-5 south and arrived at Bakersfield for lunch. After lunch, up and over the Tehachapi Mts. toward my destination: Barstow. It’s still pretty early in the afternoon and only 132 miles on to Needles. After a snack of Fig Newton’s and the weather warming up, Needles came in to view accompanied by 102 degrees dry heat.

Day 3

Destination today was Phoenix, AZ. Took Hwy 95 south—what a great road to ride. Most riders talk about roads with great curves, but this road has the best gullies—a roller coaster of up and down fun. I cut over at Parker and took 72 through Vicksburg to I-10. Arrived at Tod’s house early afternoon and spent time paring our helmets with SENA devices. Years ago everyone used a CB radio or hand

signals. This trip—being out for almost a month—needed better communications.

Day 4

Left Phoenix at 6 am, trying to beat some of the traffic. Rode interstate 10 south and had breakfast in Tucson at a Waffle House—a chain of restaurants mostly found in the south. Riding east through New Mexico on 10 is quite desolate. I had entered my first National Park for this trip into my cell phone using Google Maps. In El Paso, Tx. is Chamizal NMEM—a site where diplomatic relations between Mexico and the US resulted in the peaceful settlement of a century-long boundary dispute. Lots of freeway construction and—even though Tod and I had Bluetooth working—we got separated. I went on and got the stamp plus walked around the premises. Tod went on to the motel where I joined him later.

Day 5

Under bleak and overcast sky, we rode due east on Hwy 62 to the Guadalupe Mtns. National Park. On our ascent into the mountains, we had to stop and add more layers as

it was getting cold and very windy. This park rises from the desert and contains portions of the world's most extensive Permian limestone fossil reef. Also, Guadalupe Peak is the highest point in Texas at 8,749 ft. Riding to the National Parks and visiting the visitor centers is a delight for me. Leaving the park, we took Hwy 54 south to Van Horn and a stop for breakfast. Tod was not feeling well and his Tinnitus was acting up. He decided to go to the motel in Fort Stockton. I left I-10 at Kent and took Hwy 118 southeast to Fort Davis Nat'l Hist Site for another stamp. Had lunch in Fort Davis at the drug store & hotel. Super high ceilings, heavy wooden bench seats, order at the counter and the waitress brings your lunch. The ambiance was great with a western motif. After lunch I rode the back roads to Fort Stockton. Was lots of fast cars in town as next day was The Big Bend Open Road Race from Fort Stockton south on 285 to Sanderson.

Day 6

Tod and I have ridden together for years. This morning when the alarm rang, he didn't get out of bed. "He couldn't go on, wanted to go home." At this point in the trip was only two days out of Phoenix. This hit me pretty hard as I was looking at three weeks more on the road and my hotel costs just doubled. My first inclination was to cancel the rest of the motel rooms out to Florida. At this point I was going on to Houston, Texas to see a cousin, then up to Arkansas to see another cousin and head back to Oregon. The original plan for today was to ride to Austin and spend the night. I left him in the room and I headed east. It can be darn cold in Texas early in the morning. My heated vest and upper body was doing fine. Lower body was losing heat. Pulled over on an off ramp and stripped down to my underwear—



added thermal leggings, my jeans and then riding pants: what a difference. Being comfortable when riding is what it's all about. Long day of riding to Houston and found my cousin's house—her being on my dad's side.

I had not tried the phone aspect of Bluetooth until riding across Texas today: punched in the home number and the wife came on, "Hello". Unbelievable how well "Bluetooth" works. We chatted for long periods of time riding the freeways and back roads. I had downloaded "Pandora" to blue toothed into my helmet: nice having tunes.

I spent a year in Viet Nam—68—to-69, "Army"—and have had VA benefits for many years. Other veterans had been bugging me to sign up for Agent Orange benefits. Last year I received radiation treatments for Prostate Cancer. I finally went to see a Veterans Service Officer last fall and applied for Agent Orange benefits. After reviewing my discharge papers and Prostate medical papers we started the application process. I really didn't think I would qualify for Agent Orange benefits. Several trips to the VSO office, a third party Physician for more verification, then more paperwork from my Urologist, several phone calls, etc.

If I got it, fine, if not, that was okay. Somewhere between Fort Stockton and Houston the wife called and some funds had been direct deposited into our checking account—it had been approved. Wife then told me to have a good trip, this would help pay for it. On to Houston and had to stop and take "Toll Roads" out of Google. I've been in many large cities, but, Houston just goes on forever. Found my way to another cousin's house (my dad's side) and spent the night.

Day 7

The next day more Texas relatives arrived for lunch: catfish and red beans. That evening my cousin and I drove north to Conroe, TX to a partial forest (habitat) that has been set aside for the rare "Red-cockaded Woodpecker." Right at dark, saw a female out on a limb. That night talking to the wife I was still in the frame of mind to turn back. She (we being married for almost 48 years) thought that I should ride on—had been planning this trip for a few months—"You need to go on and finish what you started." Wow, that's good advice. I then had to call the motels that I had cancelled and get my rooms back.

Day 8

Left Houston and rode northeast to Big Thicket National Preserve for another stamp. I took back roads to I-10 and into Louisiana to Jean Lafitte National Historical Park and Preserve. That evening I arrived in New Orleans and the motel was a couple of blocks away from a levee. I walked down and climbed up the levee. Boy, I wasn't just surprised, I was shocked at seeing the height of the Mississippi River above the city! Audrey, the desk clerk at the hotel told me that there were 50 pumps to pump water out of the city if a leak sprung in the levee. But, with budget cuts, etc. only half of the pumps worked. I never did find out where the water is pumped to. The other two riders of this journey (Bill and Tom—both ex Navy) arrived late that evening. Oh, even Tod was ex Navy. I told everyone that I needed to quit picking up these sailors. I hadn't rode two up in years. Tom was having issues with his ST 1100 and BushTec trailer. He said, "Come on Clarence, I'll ride on the back of your bike to dinner." Well, Tom has a radial around his middle and having a tire stuck in your back, you sit much closer to the gas tank! We made it to dinner and back—didn't drop him or the bike.

Day 9

Tom slept in needing some rest and general maintenance on the older Bushtec trailer. Audrey suggested the TOUT de SUTE coffee house and café on Verret St. for breakfast. An older building with superb ambiance, very laid back. Next to the coffee house was a home with a gas lit candle on the front porch—nice. Bill and I then crossed back over the Mississippi River to Chalmette Battlefield, site of the Battle of New Orleans. We walked this park which was next to the levee. Still can't get over



TOUT de SUTE

the height of the river. We headed downtown to the French Quarter and I pulled up next to a Harley that had Masonic and Shriner's Emblems. We got to talking at each light and he led us on back roads to New Orleans Jazz National Historical Park. Then we walked a few blocks to another part of the Jean Lafitte National Park and Preserve—two more stamps. Had lunch at The Gazebo Café on Decatur Street and listened to a great jazz band. I had chicken tenders and Bill had gator. I tried it—but rather stay with chicken!

Day 10

As you add more folks to your riding group, things change. Tom does not like to get up early; in fact, he doesn't like to get up at all. From our motel you have to get across a beautiful silver bridge crossing the Mississippi River and you don't want to be on it at 8:00 in the morning—doing the old feet up, feet down routine. We talked Tom into getting up and out of town before the traffic came to a halt. We were trying to find 90 east, but ended up on I-10. Bill and Tom abhor freeways: all back roads for them. Across into the state of Mississippi—where Bill and Tom went their way—I headed to Gulf

Islands National Seashore and another stamp. Wasn't long before I was in Florida and riding south to the Gulf of Mexico. Great fun riding to different Gulf Islands NS and more stamps. The three of us came back together in De Funiak Springs, FL for the night.



Gas lit lantern in New Orleans



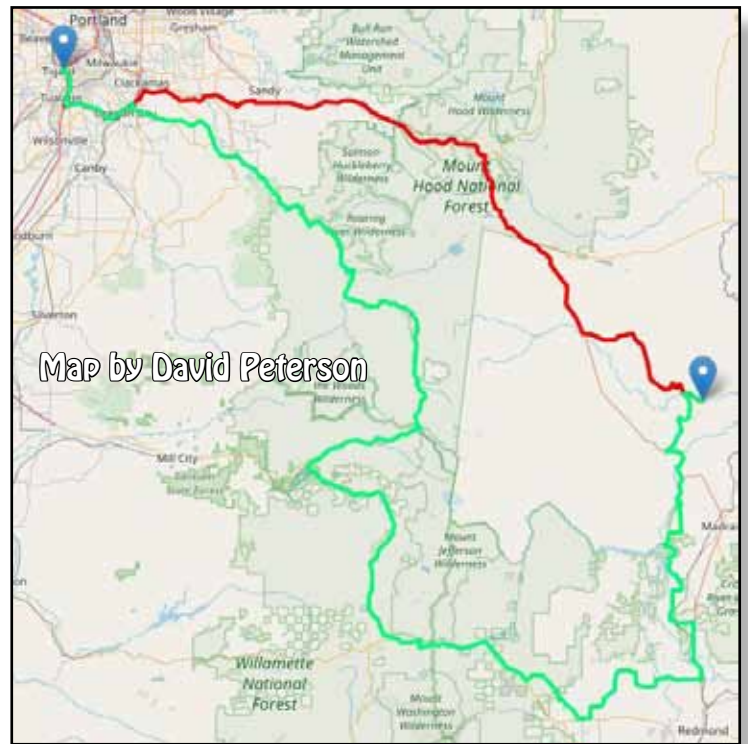
The saga will continue with days 11 through 26—in a future issue of the **BEEMER BEAT**.

A Regional Rendezvous in Kah-nee-ta NW Ambassadors Ride Report — July 2018 —

David Peterson #90113

It's been over five years that we've gathered to ride, on or about the first Saturday of every month. Our travels have taken us on roads new and familiar, with an occasional overnight event to stretch our horizons. However, we've never coordinated with another region to meet, lunch, and perhaps ride together. That was the goal of our June ride; and if the lunch gathering was any indication, it was a rousing success. But let's not get ahead of ourselves...

The northwest contingent was small in number and ready for anything. A couple of us had pre-ridden two weeks prior, on perhaps the best riding day of the year. This Sunday, the weather gods had gone fishin', leaving us with dark skies, wet pavement, and very dim prospects as we made our way to higher elevations. At the appointed hour, five riders on four bikes released their clutches, excited about what the ride over the mountains may bring. **David and Diane Peterson** led the procession, with **Chuck Mileur, Larry Wood, and Colin Luther** in tow. We couldn't pull our visors closed fast enough before it began to rain.



Kah-nee-ta Lodge was our lunch destination, and **Alice LeBarron** had gathered an enthusiastic throng to make the ride from Bend. She led a band that included **Steve Miller, Alan Walton, Steve Stepanek, Jay Yake, Jeff Walton, Jon Drake, Bob Burroughs, Scott P.,** and—in her Spyder—**Judy Kincheloe.**



Central Oregon riders meet up in Redmond.

Photo by Alice LeBarron

Anyone who heads east from Portland undoubtedly dreads the slog through Sandy, towards Government Camp. Fortunately, the ride turns into a twistfest with a little local knowledge. After exiting I-205 onto OR-213 (exit 10), we clover-leafed under the freeway onto Clackamas River Road. The drone of 3-lane interstate travel gave way to a two-lane bucolic country ramble in just a few turns. Though the rain increased steadily, the pace was reasonable as we passed through Barton, where we finally crossed the Clackamas. We started to climb as we made our way behind Sandy toward Shorty's Corner. There—where we were expecting to meet at least three east side riders—alone stood **Frank Boyle**, dripping wet, but ready to ride.

Soon, we were making the familiar climb toward Government Camp. There had been forecasts of snow in the higher elevations, but as we crested at Timberline Junction, the thermometer bottomed at 38°—we were going to be fine. After a quick break, we continued toward Warm Springs,

the rain behind us. The weather had been a minor inconvenience, but it was disappointing not to see the Cascade vistas that nice weather yields.

Just when the slow, straight descent started to get tedious, we approached Simnasho Junction. We were now on the Warm Springs Indian Reservation: a 42-square-mile plot governed and occupied by the Confederated Tribes of Warm Springs. The next 22 miles were a treat, as the two-lane reservation road drops 1,400 feet into the valley of the Warm Springs River, where Kah-nee-ta stands.

While a great destination for hungry motorcyclists, alas, Kah-



The lobby fireplace at Kah-nee-ta Lodge

Photo by David Peterson

nee-ta's best days appear to be behind it. The resort has been around since the fifties, when a non-Indian owner developed the land around the hot springs on the Warm Springs River. The tribe bought the land back in 1961, rebuilt the hot springs spa and expanded the village. Construction on the lodge began in 1971 and its gigantic lobby fireplace remains the main attraction today. A casino was added in 2001.

But in 2011, the casino was relocated to Warm Springs's location on US-26, about 30 minutes away. It appears that most of the resort's demand departed with it. Staff mentioned that the casino and the lodge have recently been split into separate entities, suggesting the casino will no longer support the lodge. That could mean the lodge's days are numbered.



Buzzing toward Pelton Dam

Photo by Diane Peterson

Nevertheless, the lodge has a large dining room, with a spectacular glass wall overlooking the valley. Right on time, our Central Oregon brethren arrived and together we repaired to the dining room for lunch. The menu was limited, but everyone found something to enjoy.

Back on the bikes, the combined group continued riding south. We got our signals a bit crossed when the Portland contingent stopped for fuel in Warm Springs, but soon we found our stride. We gathered for a group photo at Round Butte Overlook Park—a spectacular rest area operated by Portland General Electric on the edge of the Deschutes River Canyon. Alice marveled at the number of times she and her riders had passed through the area, never realizing the park existed!

The group quickly disintegrated as the Bend/Redmond riders headed for home. Those of us heading west still had several hours to ride. The weather threatened again as we approached Santiam Pass, but once more, temperatures remained well above

freezing. After ice cream in Idanha and gas in Detroit, we bid adieu to Larry as he peeled off for Salem. The 80 miles home along the Ripplebrook Road were rainy, but surprisingly comfortable. It was late, but another good time had been had by all.

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, June Ride:352
Total First Saturday miles – 2018: 1,500

[Kah-nee-ta Lodge Chinook Room,](#)
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See final photo on back cover →



Back into the rain approaching Santiam Pass
Photo by Diane Peterson

Happy riders pose at Round Butte Scenic Overlook

photo by Anonymous



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