



THE BEEMER BEAT

Newsletter of the
BMW Riders of Oregon



November, 2018

Volume 42, Issue #11

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



Try Catching Us—Kim Dorsing and Janice Mathern

photo by Johannes Suppan of Hispania Tours

The Time Is Now - Be Wise, Winterize

from Bob Metzger,
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European Alps Tour

from Kim Dorsing,
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Our Amaizing Ride to Sauvie Island

from David Peterson
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BMWRO

Coming Events



Club Sanctioned Events

- Event:** **Winter Celebration**
Date/Time: November 16-17, 2018
→ **November 17, 2018: Dinner starts at 6:30** followed by a short club meeting. A **Meet & Greet** will be at 5:30 p.m. in the Lounge prior to dinner.
- Place:** Driftwood Shores Resort, Florence, Oregon
www.driftwoodshores.com
To reserve a room, call **800-422-5091**
Be sure to say you are with the BMWRO to get the club rates (below)
- Description:** Join us for the Annual Winter Celebration and last Quarterly Meeting of the BMWRO membership.
- RSVP:** **Must RSVP no later than November 8, 2018.**
To **RSVP** for dinner: **Sign-up and pay** for the **Saturday night dinner** at the club website: www.bmwro.org and click on **November 17**.
- Cost:** Club members: \$15 per person
Associate or Nonmembers: \$25 per person
- Room Reservation:**
Special Club rates per night apply for both Friday and Saturday nights.
Single room, queen bed with microwave, refrigerator, coffee maker \$97.00+Tax
King suite with full kitchen \$140.00+Tax
Double room queen suite, with Full Kitchen \$145.00+Tax
Every room has an ocean view!
- Contact:** Janet Bennett, **(541) 760-0823** or email jlbenett60@gmail.com



Driftwood Shores — Every room has a view!

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





Introducing the Club's new-ish Webmaster: Stacy Brock

My name is Stacy Brock and I'll be taking on the role of club Webmaster. This is my second time in this role -- club members who've been here awhile might remember my short stint as Webmaster several years ago. While I don't intend to make any major changes to the club website, I welcome comments and suggestions at bmwro.web@gmail.com.

I enjoy riding Oregon's twisty back roads, even better if it involves camping, and I've also caught the dual-sport bug, seeking out ever more technical terrain to practice my off-road riding skills. My dream bikes are the ones I'm riding now, the best ride I've ever taken is the one I just did, and my dream ride is the one I'm doing next.

BMW riders donate \$20,000 to local organizations

Richard HannersBlue Mountain Eagle

Published on September 19, 2018 3:01PM

Riders depart the Grant County Fairgrounds for the Cowboy Lunch tour on June 29 during the BMW Riders of Oregon club's annual Chief Joseph Rally in John Day. The group donated \$20,000 to local organizations.

The BMW Riders of Oregon raised \$20,000 for nine organizations in Grant County during their 41st Chief Joseph Rally in John Day this summer.

About 475 riders showed up in John Day for the June 29 through July 1 rally. Many stayed at the Grant County Fairgrounds. Riders took organized tours to a ranch near Izee and the John Day Fossil Beds National Monument.

The rally is the main fundraiser for the nonprofit organization. Ideas for how to disburse the funds were solicited from members and community leaders, club president Robert Metzger told the Eagle.

The club's executive committee met in September to make its determination. The recipients this year are:

- Grant County Fairgrounds,\$2,000

- Grant County Food Bank,\$2,000
- Prairie City Food Bank,\$1,500
- Monument Food Bank,\$1,500
- Grant-Harney County Court Appointed Special Advocate program,\$5,000
- Grant School District 3 arts, music and sports programs,\$3,000
- John Day Senior Center,\$3,000
- John Day Police Department,\$1,000
- John Day Fire Department,\$1,000

Other groups benefited from the annual rally. About \$1,000 was raised through a geology tour at the Fossil Beds for the Juniper Arts Council. A group that served breakfast to the riders at the fairgrounds raised money for the Grant County eighth-graders' field trip and the Juniper Ridge 4-H Club.

Three generations of the Johnson family performed bluegrass music for the riders and raised about \$1,000 for Katie Johnson's Calvary Horse Camp.

BMWRO President's Message

from Bob Metzger



The Time Is Now - Be Wise, Winterize

By the time you read this, it will be time to winterize one or more of your motorcycles. Right now, I'm sitting in a coffee house (Mellelo Coffee Roasters in Medford) and it hardly seems an appropriate topic. That's because it is a very hot and smoky 99° outside. But winterizing is a very important thing to do. It not only preserves our investment, but makes certain our machines will start with little effort in the spring. Many of us have more than one motorcycle, so winterize those you won't be riding in the cool, damp months of our Oregon winter.

Winterizing a bike takes almost no effort. If you do regular maintenance—and most of us do—you are already half-way there. Much has been written, blogged, and videoed when it comes to winterizing a motorcycle. Here are my top tips. Let's start with the fuel.

Tip #1 Treat Your Fuel and Fuel System

You've no doubt read about modern fuel that contains the demon: ethanol. Ethanol—also called alcohol, ethyl alcohol, grain alcohol, and drinking alcohol—is a chemical compound with the chemical formula C_2H_5OH . It is a colorless volatile, flammable liquid which is produced by the natural fermentation of sugars, usually corn. So what is the big deal with ethanol? Like most alcohols, ethanol is hygroscopic. It has an affinity for water and will absorb it out of the air. The shelf life for an ethanol gasoline is about three months. It is important to add a fuel stabilizer to the tank when the motorcycle is not going to be ridden. Left unattended, ethanol fuel will form water-gas emulsion at the bottom of the tank and get pumped into the injectors where it acts like glue.

We can avoid fuel problems by adding a good fuel stabilizer to a full tank of fuel. Fuel stabilizers contain a high concentration of isopropanol. The main thing that isopropanol will do is form a mixture with water. The water becomes bound to the isopropanol.



When the isopropanol evaporates it will take water with it.

Next, completely fill the tank to remove any air space that potentially contains water and oxygen. That's it, you're done... almost. If you ride the bike, top off the tank and retreat it with the appropriate amount of fuel stabilizer. Don't forget to run the engine for a few minutes to get the stabilized fuel into the injectors or the carburetor.



Tip #2 Don't Commit "Assault" and Battery

Technology marches on! There are quite a few batteries on the market these days. Battery "flavors" are: wet cell flooded batteries (little yellow caps); sealed maintenance free batteries; absorbed gas mat batteries; or gel batteries. Lastly,

as price becomes more affordable, there are also lithium ion motorcycle batteries. Each of these batteries has their own particular likes and dislikes when it comes to maintenance. I don't want to get into all the nuances regarding these batteries, so let's assume we all have a basic lead acid battery.

There are battery chargers, battery maintainers, and smart chargers. All lead acid batteries have a self-discharge rate. Left unattended for any length of time the battery will discharge. As a battery discharges it sulfates creating tiny crystals which will effect the ability of the battery to hold a charge. Traditional battery charges can be dangerous. Left unattended the high charging rate can overheat and damage the battery. Even worse it can cause an explosion.

Battery maintainers, also known as trickle chargers, supply a small continuous trickle of electricity to your battery over a long period of time. This small stream of electricity will not fully charge the batteries, but will act to counter-act self-discharge. They

help maintain the level of charge the battery had when used last.

Lastly, the best choice are smart chargers. Smart chargers monitor battery activity for safe and efficient charging. Some smart chargers even offer built-in de-sulfation systems that help to undo the effects of sulfation on your batteries. Overall, smart chargers help fully charge your batteries over time, while guaranteeing that they do not overcharge. Remember if you purchase a smart charger, purchase one that will work with a lithium ion battery. Lithium ion charges are all backward compatible with older batteries.

If you store your bike outside, pull the battery, bring it indoors and place it on smart charger.

Tip #3 Wash and Store

Washing your bike (and wax if you feel motivated) before winter storage is a good idea. Washing will remove all the road grime, tree sap, and bugs that can react with the delicate surfaces of the motorcycle. Regular washing will maintain that show-room new look

of your machine for quite some time. My favorite product is High Gloss SC-1 silicone detailer. It gives painted surfaces a very nice finish and works well on flat black plastic surfaces as well.

When it comes to storage, it is best to store your motorcycle indoors in a controlled environment. If you must store your bike outside, use a good heavy duty vented waterproof cover. You certainly don't want to trap damp air next to the surface of your machine.

There are plenty of additional tips available for storing a motorcycle. Some riders are adamant about getting the bike off the tires, changing oil and some love to cover the exhaust with a plastic bag and rubber bands. You can go as heavy or as light as you wish when it comes to winterizing your bike. For me, I just hit the high points listed above and call it good.

One last thought, don't forget to check your tire pressures in the Spring before that first ride.

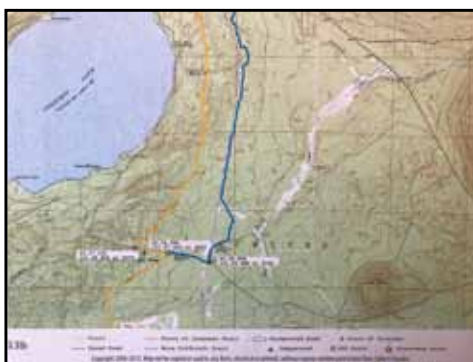
Roll on,

Bob 

Oregon Back Country Discovery Maps Available

from Bob Metzger

Last year, Milt (Butch) Farrand donated—to the BMW Riders of Oregon club—the entire series of the **Oregon Back Country Discovery** topographic route maps. *Thank you Butch!*



Since our membership is spread across 98,466 square miles—known as the State of Oregon, and beyond—it is hard to find a central location where everyone can access these map volumes. Therefore, I am the default custodian. If you wish to borrow them, I will happily loan them to you via USPS.

Simply contact me, I will give you my PayPal account number and you can drop the round trip postage into my account. If you don't have a PayPal account, you can still contact me and we can work out a hand-off at a mutually agreeable time and place.

Journey on!



NEW MEMBERS

Motorcycle

Robert Griffith, Newport, OR 2013 Suzuki DR650
Lonnie Wolff, Oregon City, OR ... BMW's: 1962, 1977, 2008, 2009, 2017
Todd Milliren, Warrenton, OR 1976 BMW 90/6, two 2004 R1150RT,
..... 2003 K1200GT



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)

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bmwro.pres@gmail.com

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

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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—
if interested please contact any member of the Executive Committee.

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

European Alps Tour August 3–11, 2018

from Kim Dorsing
assisted by David Peterson
and Janice Mathern

Most of us may have a European vacation at some time in our life. But to do it on a motorcycle in the Alps and Dolomites is truly something special. Ten months of planning this epic trip would rely on a small window of August weather for us to really enjoy hairpin curves and storybook scenery. Our group of **Janice and Kim Dorsing, Dave and Diane Peterson** rolled the dice, and we were very lucky to get warm and clear days.

We arrived in Munich four days early, both to beat jet lag and to appreciate the city and its history. We made fast work of the public transit system, and learned much from the “Hop On/Hop off Bus.” We filled our time with castles, churches, museums, good food, BMW World and fabulous beer. There was already a certain buzz among the locals anticipating Oktoberfest. These people really



ATGATT

photo by Johannes Suppan of Hispania Tours

like their beer; lucky for us we fit right in!

We are repeat customers of **Hispania Tours** (head office Malaga, Spain) and we signed up for their “Alps Tour—Alpine Roads at its Best”. This small company works hard on the accommodations, route, sightseeing, coffee breaks, motorcycle quality (they are a BMW Motorrad partner), and other details to make patrons very comfortable. We especially enjoyed

having our luggage carried along the trip (by van) and placed in our rooms at the historic four star hotels after each riding day.

Our first evening was a get acquainted session. That was easy; six of us had ridden together in Spain, where we had come to know our guide, **Johannes**, and his wife, **Eva**, who served as shuttle driver and concierge. Our only new face was a wonderful gentleman named **Joaquin** from Argentina, for whom English was a bit of a challenge. Nevertheless, by the end of the evening it was clear we would be a tight-knit group for the next nine days.

MUNICH TO SALZBURG

Patience was the watchword on day one. It was hot and the roads were full of August tourists. We all had new-issue bikes from the factory (RTs and GSs), and we were ready to fly across the landscape. Instead, we used this day to become familiar with our steeds and form a group riding style. This was useful for the upcoming cornering feast in Austria and Italy. We stayed at a gorgeous lake front chalet in Salzburg, had amazing



Amazing Dinner in Salzburg

photo by Johannes Suppan of Hispania Tours

local fare a short walk away, and lay awake that night thinking of fun things to come.

SALBURG TO GROBMING

Waking up this morning was a choice point of sorts for our merry band. Some attended Sunday Mass and Mozart concert; others went to the Red Bull museum; two took advantage of the leisurely start time and slept in. Personally, the Red Bull Hangar 7 museum of large fast toys was not to be missed. Who knew that Salzburg is where it all started?

After crepes, croissants, eggs, and coffee (our European breakfasts were spectacular), we headed out with the promise of crazy corners and stunning scenery. Our route took us back into Germany near the Hitler's Eagles Nest and continued to the fortified settlement of Mauterndorf. After lunch we turned north and reached the Enns Valley overlooking an old Roman trail called Solkpass. Many of the European castles and



Val Gardena, Italy

photo by Johannes Suppan of Hispania Tours

fortresses were built in the early ninth century. We Americans think something is old if it's built circa 1920's.

The pace quickened into Austria, and our group spread out. There were several additional motorcyclists weaving among us, enjoying a Sunday afternoon ride.

When we stopped to regroup, we found we were short our U.K. friends, **Jonathan** and **Liz**. After 90 anxious minutes, down the hill they rolled, and we continued onto our hotel in Grobming. No worries as our fearless leader had a process for reconnecting—and it worked. Grobming would be our hub for the next two nights. Classic German food, mountain air, and beer kept us happy well after dark.

GROBMING GIANT LOOP

It rained overnight, and the fog finally lifted just as we finished breakfast and we headed out. As was our routine, we stopped at villages and passes for coffee breaks and photos. The settings were stunning: either along lakes and centuries old structures, or mountain views that stretched for miles. As much as we all enjoy riding, it was often tough to get going as we took it all in. As this day wore on, it became clear we would have to pick up the pace if we were to make the last gondola to the top of Hoher Dachstein. This leg included an exhilarating sprint up a three mile switchback, rising 1,600 feet to the foot of the gondola. Both rides were adrenaline



Coffee Break Along Lago di Misurina

photo by Johannes Suppan of Hispania Tours

rushes as we made our reservation by a few minutes. At the top, we filled our cameras with hundreds of pics from daredevil mountainside catwalks, glacier sculptures, and unbelievable vistas. The ride back down was just as fun as we made our way back to the barn. A new menu greeted us at the hotel, and a great meal followed the wonderful day-long ride.

GROBMING TO ST. VIGILIO

Clearly, we are adrenaline junkies. And we got another fix as we headed into the heart of the Hohe Tauern National Park and the famous Grossglockner High Alpine roads. Grossglockner (12,460 ft.), adorned with the inspiring Franz Josef glacier, is the highest mountain in Austria. The snaking perimeter roads are a 1930's feat of engineering amid a panorama of perpendicular towers. Ice blue glaciers and razor sharp peaks demanded attention as we worked hard to keep our full focus on the hairpin curves, as well as buses, cars, trucks, bicycles, and other motorcycles. We talked with a few riders, who had come from all over Europe to enjoy their time in the



Group Shot in Bormio

photo by Johannes Suppan of Hispania Tours

mountains. The perfect weather had encouraged some very fast and "bold" riders to push their riding skills to the max. We finished off this high altitude experience with a special stop at the "Bikers Nest" for coffee and swag—along with hundreds of our closest friends.

The next segment led us into Italy for a ten-mile heart-pounding roller coaster one-lane one-way descent that made me just laugh out loud inside my helmet. Janice

found new hand holds on the front of my KLIM jacket as we sharpened the RT's pegs on both sides. Try as I might, we never did catch the Ducati in front; but then again, I was careful not get over our skis. This was the most fun ever two-up on a motorcycle. With very large grins and steaming bikes, we all made it safely to our St. Vigilio Resort and Spa. Now it was time to enjoy the Italian cuisine and drink.

DOLOMITES LOOP

St. Vigilio was another two night stay. Day two took us in and around the Dolomites. These Italian roads were well-groomed and the twisties were well-engineered. We rode through Lago di Misurina and had a coffee break in a lake village that was out of a storybook: Tre Cime di Lavaredo reflecting on the lake was breathtaking. We continued on through San Vito di Cadore, Colle Santa Lucia Giau, and the Canazei Ski Resort for more Kodak™ moments.

ST. VIGILIO TO MERANO

This riding day was, happily, more of the National Park of the Dolomitic Alps. One of the most



Janice and Kim Dorsing in Dolomites

photo by Johannes Suppan of Hispania Tours

famous riding destinations in the Alps, this place has such a variety of riding tracks and unique landscape “eye candy”. We saw high alpine meadows, livestock, and mountain creeks that all appeared very healthy. We crossed Passo Sella, Passo di Monte Giovo, and many others as we made our way west to Merano. Our hotel this evening was the Castel Rundegg—a popular place of residence for literary people and artists, including Franz Kafka and empress Elizabeth of Austria (Sissi). This area is known for its mild climate; it was very warm during our stay.

MERANO VIA STELVIO TO KAUNERTAL

As if the week’s journey hadn’t been enough, this day’s riding was hyped to be the standout. Stelvio Pass was finally in our sights. A weather front threatened to dampen our experience. But, when we arrived about noon on Friday at the foot of the pass, it was merely overcast. Adding to our pleasure, traffic was surprisingly light.

An interesting sidebar: The Austrians built this amazing road in the 1820s, but the Italians annexed this region in the 1950s. The eastern approach consists of 48 hairpin curves up to the top and another 38 hairpin curves descending into Bormio. Deservedly famous, it was the most technical and challenging riding of the trip. We started in the forested lowlands and soon broke into curves above the timberline. Our heads were on swivels as we strained to see oncoming traffic far beyond each hairpin curve. Buses, bicycles, fast motorcycles, cars, and an occasional roller-skater all took their wide swath of the road. It was crazy!

A Tibetan inspired tower sits atop the pass. From this vantage point, looking back at



Dave and Diane Peterson race along the foot of Sassolungo Dolomiti

photo by Johannes Suppan of Hispania Tours

what we’d just accomplished, it gave us all a huge sense of achievement. Especially, as we watched later arrivals struggle their way to the top. No crashes and no drama for us on clearly the most storied motorcycle road in Europe! We spent well over an hour congratulating ourselves over coffee and apple strudel. After many pics and purchasing a few souvenirs, we continued our journey eastward into Switzerland. We experienced another stunning glacier view of the Passo di Mare before retiring to our mountain retreat in Kaunertal, Austria.

KAUNERTAL TO MUNICH

Our last morning meeting we discussed the return route to Munich. A late start would mean no group stopover at the BMW World. We had hoped for more “culture” and a tour of the Neuschwanstein Castle, but the Saturday crowd was overwhelming. Instead from a distance, we were able to capture the citadel—Disneyland’s

inspiration for the Sleeping Beauty Castle. Making our final sprint back into urban life, we managed to race along the Autobahn, doing our best to avoid the very fast BMWs, Mercedes, and Lamborghinis.

Our tour had come to an end. But, the group review was all thumbs up! We all made it back to the barn with “no hits, no runs, and no errors”. Johannes, our fearless tour leader (founder of Hispania Tours) was a very gracious host. Not only were the hotels, meals, motorcycles, and knowledge of roads and culture first rate, he also did an excellent job racing ahead to capture photos of us in action. Our Spain tour in 2016 set the bar high on fun and excitement. This 1,350 mile, nine day tour met that bar, and maybe even pushed it a bit higher.

The only remaining question? Where are we off to next??



Additional photos on front and last page of this issue.

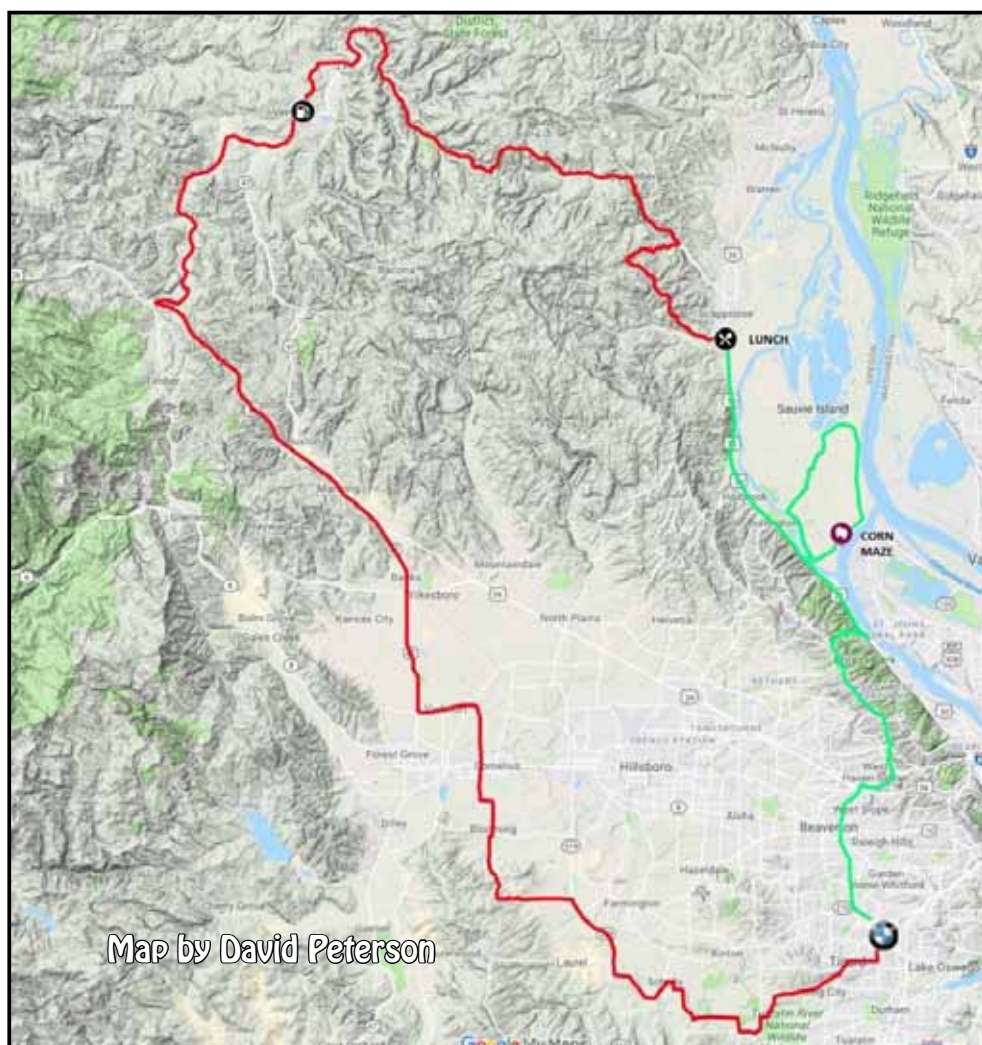
Our Amazing Ride to Sauvie Island NW Ambassadors Ride Report – October 2018

David Peterson #90113

Short days mean short rides. But that doesn't mean we have to have less fun. Today's ride promised a great route with a twist at the end. Couple it all with a nice, dry forecast and out of the woodwork they came.

Friday was a soaker. Sunday was, too. All we had to contend with were a bright sun sitting low in the sky and a few puddles here and there. Everyone was in a good mood, even before digging into the donuts which BMW of Western Oregon provided.

When the train left the station, it consisted of sixteen bikes, five with passengers. Need more evidence beyond falling leaves that the weather is changing? I noticed



more than a few electric jackets plugged into bikes (including my own...thank you Mr. Gerbing...).

The group let me lead again, Diane aboard, her jacket on high. **Mike Ripley** joined us again from Arizona, where I expect his motorcycle pursuits may be concentrated over the next several months. My right-hand man, **Neal Malagamba**, was testing his new wheel (see last month's report) in the middle of the pack, holding the caravan together. In said middle were many familiar faces—**Chuck Mileur**, **Kim Dorsing** and **Janice Mathern**, the **Trapps**: **Chuck** and **Joy**, the **Rusts**: **Cam** and **Karen**, **David Morganstern**, and **Tammy Tolbert**. Relative newcomer **CJ Strauss** was all smiles for a second month in a row; this time she brought a friend, **Justin Carr**.

Another relative newcomer, **Roger Tay**, joined in; we hadn't seen him since March. **Jim Groat** was another new face we were happy to meet.

Then there was a small homecoming of sorts. Another new face, **Randy Karambelas** and his wife, **Lori**, joined on their black 2003 RT—which I had sold to them in July. I have a lot of great memories with that bike, and I'm sure it will provide them with many of their own.

Ah yes...the ride.

It's never easy to wend a ribbon of nineteen motorcycles through city traffic. But to my surprise, when we achieved escape velocity west of Tigard, there were eighteen bikes in my mirrors! Everyone was very conscientious about ensuring that those following noted the next intersection. That meant we could



CJ Strauss makes the most of First Saturday pastries, complements of Tigard BMW.

Photo by Diane Peterson

keep our momentum as we made our way along the rural roads. And this time of year, farm country is especially enticing, with open roads bathed in fall colors.

You may not even realize it, but Scholls-Sherwood Road bounds the Tualatin National Wildlife Refuge. As we pass through this time of year, migrating geese and swans are everywhere. Further west, along Unger Road, you couldn't help but notice the harvest of this year's abundant grape crop. Grapes and hazelnut trees seem to dominate the landscape out here as far as the eye can see.

Passing Forest Hills Golf Course, we had to again cross civilization. Note that when riding out here, 10th Street through Cornelius is the easiest way to bisect Hillsboro sprawl: Two quick stoplights, then open space both north and south.

Soon we were on OR-47, heading through Banks. Although we were heading only a slight distance north, it was too nice a day to cut our ride short. So once we hit Sunset Highway (OR-26), we



October FSR – the parade commences.

Photo by Diane Peterson

continued past the Vernonia exit another 8 miles to Timber Road. Turns out we had to anyway; a portion of the Vernonia road was closed for bridge construction. But detour traffic was not bad at all.

We stopped for a quick break in Vernonia, where we ran into **David Visse**, on his new GS. We explained

where we'd been and where we were going. "That sound great... mind if I join you?" he asked. "The more the merrier," was our response. Turns out that David had ridden with us once before, in 2015. Small world indeed.

Not content to take the road most travelled, we dove onto State Street in Vernonia to escape the back way. A quick right put us on Stoney Point Road. It's only about a three-mile detour, but well worth it if you want to mix things up a bit.

Back on familiar roads, we finally turned south and east on Scappoose-Vernonia Highway. A great byway, coupling sweepers with twisties over twenty miles. From here, lunch in Scappoose is a few miles away along a very pedestrian US-30—Scappoose's main drag.

We had different plans. At the seventeen-mile mark, we took an abrupt right onto Siercks Road. What followed was eight miles of paved excitement as we snaked our way back into hill country. Bumpy, twisty, poorly marked in spots, it brought riders who were expecting



Enjoying a fine fall day zipping through Washington County.

Photo by Diane Peterson

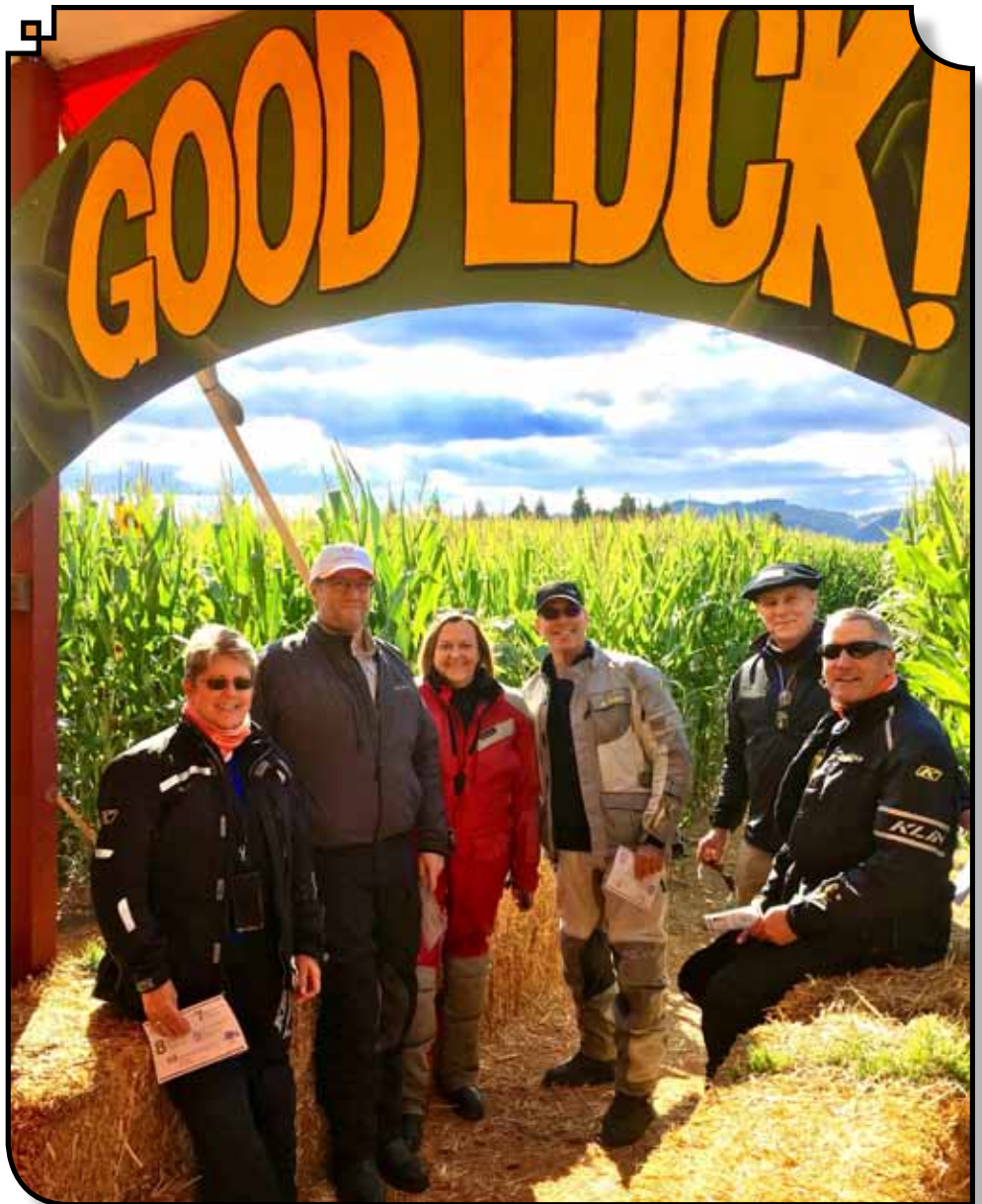
the same old route, back to full attention. By the time we pulled into the parking lot for lunch, everyone was ready to keep riding. Too bad it was time for lunch.

Simm Oriental Cuisine was a pleasant alternative to the burgers and burritos we've encountered on the road this year. They treated us well, managing to seat together our group of twenty, setting aside substantial bar space in order for us to stow our gear. It took awhile to get us all served, but all plates were empty at lunch end.

Back on the bikes, we headed west toward Sauvie Island. We've ventured this way once before, in the dead of winter (January 2015). Today with sun blazing and fall in full glory, it was a much more animated ride. We also had one more treat up our sleeves. After a quick lap around the south end of the island (on the only loop road), we pulled into a farm parking lot – **The Maize at the Pumpkin Patch.**

The Maize is a corn maze celebrating its 20th anniversary at the Pumpkin Patch. The Easterly family cut its teeth in the maze business in eastern Oregon, before deciding that Portland needed a maze of its own (I'd love to see that market research). With farm stands and U-pick pumpkin patches in place, Sauvie Island was a natural location. Twenty years later, it's the oldest of at least three mazes that attract folks to Sauvie Island in the fall.

By the time I looked around and stowed our gear, only seven of us had accepted the maze challenge. After surveying the price of admission (\$6), we lost another. Undaunted, the remaining six plunged forth, passports and "cornundrums" in hand. The maze is vast—over three acres—and split into two parts. Ten monuments—numbered to



An intrepid few tackle the corn maze.

Photo by Anonymous maize gate keeper

correspond to questions in the passports—offer clues to direction. The cornundrums were additional caricatures for which we had to pick the right caption from our list. Two bridges offered opportunities to survey the maze from above. They weren't much help.

It took us about an hour to leisurely stroll through the two halves. In wet weather, it might have been a slog, but on a warm, sunny day, it was a terrific way to enjoy a walk with friends.

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, October Ride: 198

Total First Saturday miles – 2018: 2,558

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Helmets taking a breather in Nova Levante

photo by Johannes Suppan of Hispania Tours



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