



Honda Sport Touring Association

Washington State Chapter

September 2002

August 10 – Winthrop

This would become known as "The ride with no end." The best that I can figure is that Marv had company over and he didn't want to be social so he just kept dragging this ride on until he wore the rest of us out. He just kept going, and going, and going.

The ride started out at the truck scales (that weren't) on northbound I-5, just north exit 186 in south Everett. As it turns out, I haven't been north in a while and didn't know that the scales were closed for renovation. From the looks of it, they've been closed for quite a while, but we still managed to gather towards the north end, near the northbound on-ramp. For the rest of the schedule, I'm not going to make changes in this departure location, just be aware that you'll need to gather on the wide shoulder, towards the ONRAMP.

When Donald and I arrived, Marv and Dave were already flagging us down, and every other bike on I-5, thinking that they might be part of the group. I haven't had that kind of welcoming committee since the day I got fired from Pepsi. But that's another story... The riders today were Marv, Dave, Don, Daryl & daughter, Eric, Fettah, and myself.

These early starts are brutal but then again, the early riding with less traffic makes up for it. Getting up an hour earlier can make the difference between having to pass 99 cars instead of 100 going over the North Cascades highway. LAUGH! That was supposed to be funny. I guess it wouldn't be funny if #100 were a WSP!

Our route took us north to Arlington, east on SR-530 past Darrington, and then connecting with SR-20. The weather was cooperating and it looked to be a fine day. The highway was clear of any debris and no signs of enforcement. As we reached Rainy Pass, we pulled over to take a break and gather the group. While we were stopped, some lady, who said she was shooting pictures for Rand McNally Road Atlas corralled us into posing for a picture. We all lined up and who knows, maybe you'll see us in an upcoming issue! Our other

suspicion was that she was a spy for State Patrol and was secretly going to turn us in! I was having a Schizophrenic Paranoid delusion! Getting to Winthrop was an easy haul and we were there by 11:30.

Dave suggested a brewpub for lunch that I hadn't been to before. We all sat outside, in the shade, but that forced us into shooing bees all during lunch. I don't think Daryl's daughter appreciated the little buzzers and we all felt bad that she didn't eat lunch. After lunch, we took a little walk around town, playing the tourist role, and saw a sign on the side of building that read, "We don't rent HOGS!" I guess that means that they only rent YamaKawaSuHondamers.

We mounted up and decided to forego the loop through Wenatchee, over Blewett, and down from Snoqualmie. We opted instead for going back the way we came. The return trip was much more scenic in that we actually took time to look around at the mountains, the trees, and Ross Lake (which vaguely resembles Crater Lake in Oregon). I managed to click off a few pictures, some rolling and some stationary. We stopped at Ross Lake and discussed the rest of the route. Marv mentioned that when we got back to Arlington, we could veer off to Granite Falls by way of Jordan Road. That sounded like a great plan, since the final 30 miles or so before Arlington were quite benign.

Now in Granite Falls, Marv suggested, "How about Woods Creek Road to Monroe." Again, this was a great idea so of course we did it too. Then off to Carnation following Marv's lead. At this point, it was a good time for me to cut off. Marv continued to lead the group on Old Woodinville-Duvall Road where Don nearly bagged a deer, two months early of hunting season. I can see him filling out the permit now...

Agent: What type of weapon will you be hunting with?

Don: TL1000-R

Agent: I'll just put down, "Modern Firearm."

Marv then led them through the Wildflower housing development, aka the roller-coaster road ridden on the first ride this season. The ride continued past Red

Hook Brewery and Columbia Winery, and finally out to Totem Lake, where the group finally disbanded.

The final statistics were: 500+ miles, no hits, no errs, no fouls and darn near a Grand Salami (venison variety) by Don. Sorry Marv, but it had to end sometime!

August 16-18 - Cascade Locks, Oregon

Since I had the day off on Friday, and no one had contacted me about riding down early, I decided I would sleep in and do some exploring. I did everything twisty from Auburn to Randle, towards Mt St Helens on FR-23, took FR-90 past the Burger Buggy and finally headed south on FR-88 to Trout Lake. This was a Jim Holzberger type of road in that it was a paved lane-and-a-half wide, with turnouts, and only a couple of sections that were gravel, but none more than 400 yards long. I would classify this as the HIGH road to Mount Adams, whereas FR-23 after FR-90 (from Burger Buggy) would be the LOW road. You may notice that FR-23 is mentioned twice. For those that don't know, it is unpaved in the middle for about 20 miles with washboard gravel so riding through St Helens, and taking FR-90 avoids most of the "4-WD ONLY" paths.

At the summit of FR-88, I snapped a couple of pictures, not realizing that over the next 2 days, I would see nothing but mountains all day long! Once on the Columbia, my plan was to run east along SR-14 to Stonehenge, north to Goldendale, and backtrack on SR-142. Since it was late in the day, I chose to ride straight to the KOA in Cascade Locks by crossing over the Bridge of the Gods instead. This last section that I skipped, would actually get ridden on Sunday.

At the KOA, I expected to meet up with Tye Aldana from Oregon, Tim Popovich, Heather Armour, and Bill Mero from Camas. When I arrived, I was surprised to see Stan Downing from Idaho had already been camping there for a couple of days. As it turns out, Bill's ST went TU when he lost a water hose and would be unable to ride with us on Saturday. Tim and Heather got waylaid by work and wouldn't make it down until Saturday night. Tye arrived right on time, and we weren't sure what Stan's plan was (last year, when we met Stan in Pendleton, he seemed apprehensive to ride with us "sport riders".) After talking for a couple of hours, we hit the sack and made plans to head out by 9am in the morning.

We waited to see if Bill could scavenge a loaner bike, but no such luck so it ended up being just Tye and I for the day. My trip routing software wasn't the best for differentiating gravel roads from lesser-traveled

PAVED ones so it was going to be hit and miss around the Mt Hood area, starting in Hood River and the wine country. I was embarrassed that in the first hour, we had to make about a dozen U-turns when my maps failed to produce the promised asphalt covered sections of loveliness. Every road we tried looked fantastic for the first couple of turns and then turned to gravel. The only good part of this was seeing Mt Hood from many different angles, where few have traveled before.

Finally, Tye pulled out his Thomas Guide. We went for the sure thing and stuck to the BOLD lines on the maps. It was tricky finding one road in particular, but we didn't want to give up and take the highways after spending so much time turning around all morning. It became a quest! We were finally able to get to Zigzag and took a break in Government Camp.

From here we diverted from going to Estacada, but relied on the sure-thing roads to get us to Detroit. Some of the best stuff this day turned out to be FR-46. We stopped in Sisters where I asked Tye what he wanted for lunch. He said he felt like a salad, so I looked for something that wasn't in the heart of downtown with all the tourists and the only thing I saw was Subway. I figured that's half a salad, inside a loaf of bread. Tye took his helmet off and asked me, "What's YOUR budget for lunch?" I guess he REALLY wanted a salad and Subway wasn't up to par. Jared will be disappointed to hear that Subway didn't live up to Tye's healthy standards. We found a pizza place that we agreed on, and joked about how HEALTHY pizza was compared to Subway. That became the running joke for the rest of the weekend.

Mountains a plenty! After looking at Mt Hood all morning, now we were seeing Mt Bachelor, the Three Sisters, Mt Washington, and other elevated hillsides. Central Oregon is gorgeous in that respect.

After lunch, we started to head back by going north to Madras, east to Antelope, north to Shaniko, Maupin, and the Dalles. There we got gas and Tye led me up to Rowena, overlooking the Columbia, just as the sun was setting and illuminated the surrounding hillsides with a red haze. I wish we'd stopped 1 minute sooner to get that picture. By now we were about 20 minutes from Cascade Locks and blazed the rest of the way back. I totally forgot about Tim and Heather and that I didn't leave a key for them. Sure enough, they had been waiting for about 4 hours for us. Sorry guys.

Sunday, the four of us headed out doing my planned first day route, in reverse. Tye started the day by leading the four of us back to Rowena so that Tim and Heather could see it, and then we crossed over into Washington to go to Stonehenge. I was looking forward

to taking a look at the Maryhill racetrack that paralleled US-97, but was informed that a private owner closes off the top 3rd. It is only open for non-motorized vehicles; bike races in the summer, luge in the winter.

The four of us headed out for SR-142 (remember what I said about being in the area - MUST DO) and when we got back to SR-14 in Lyle, a small brush fire had just started off the side of the road and I wanted to get out of there before we all got stuck and had to detour 50 miles or more. From here, we went north to Trout Lake, and took FR-23 (Low road) to FR-90 and then the Burger Buggy for lunch. People have said that I lead with my stomach.

Our plan for the rest of the day was to split up in Randle each head for home in different directions. I would head over SR-123 to finish my loop, Tim and Heather would go SR-7, and Tye would backtrack to Oregon.

I had 1100+ miles on the clock upon returning home. Tye manhandled the Hay-bus and though I've ridden with Tim and Heather before, it was nice to see them venture out on one of these weekend rides. It's just too bad that they didn't experience all the U-Turns with us in Oregon. Maybe next time...

August 24 – Three Pass by Fettah Kosar

My friend Chia-Hsien (a new member of HSTA) and I (also pretty new) joined Marv, Jim and David in the Safeway parking lot in Enumclaw at 8:15am. We were the last to arrive, so we left Enumclaw at around 8:40am with Jim at the lead.

First we took SR-410 east to Mount Rainier National Park. Upon entering the Park, the road became very bumpy. It's a shame that the Feds do nothing to maintain this treasure. I bottomed out my suspension at least once in a pothole and scared myself quite a bit in a tight left curve when my back tire lost contact after jumping over a bump. This part of the road is particularly good for getting rid of kidney stones. In addition, there was a convoy of cars in front of us, hence, we rode over the Cayuse Pass at a slow pace.

Then we veered onto SR-123, where we followed a Mazda Miata car club getting bounced all over. After passing Ohanapecosh, we exited the park, at which point the blacktop improved exponentially.

Our pace now increased once eastbound on US-12. Shortly after that we stopped at a vista point on White Pass and took some pictures of our group. The pictures I took with my cheap digital camera turned out

pretty bad, but Chia-Hsien backed me up with his nice, conventional Nikon. In my opinion, this part of the ride was the most enjoyable and scenic portion.

About 35 miles later, US-12 connected back to SR-410, and we turned towards Naches, where we filled our tanks and decided to have lunch at a local drive-in, fast-food restaurant next to the gas station. In my opinion, the food was average and a little overpriced, but it did its job of satisfying our hunger. While we were eating on the tables outside, two identical yellow-gray BMW K1200RS pulled into the gas station. They turned out to be David's friends Glenn and Scott, and they joined us for lunch.

After lunch, we parted from the Beemers and got back onto SR-410, heading northwest to Chinook Pass. We were having quite a good time until we got pulled over by a Sheriff's car for speeding. The officer collected our driver's licenses and told us that the first bike (Jim) was doing 82 mph and the last bike (Marv) was at 84 mph. (To tell you the truth, I did not realize we were actually that fast; there was quite a bit traffic in front of us and we were going with the flow and not passing any of the other vehicles.) Fortunately, he just gave us a warning and asked us to drop the speed for the rest of the trip. Just when he was leaving, Jim realized that the officer is one of his high school buddies (I think his name was Shawn) and they had a little chat. What a small world...

We arrived in Enumclaw with no further incidents. There, Jim parted from us and four of us proceeded to the Seattle/ Bellevue area.

Overall, it was a great ride with a lot of sunshine, greenery and beautiful vistas. Jim did a great job of leading us. David seemed to have broken the curse with his bike; his GPZ-1100 did not have any problems this time. Marv was as considerate as ever; he brought up the back and kept a protective eye on Chia-Hsien, who was on his first group ride. Chia-Hsien was able to keep up pretty good on his big V-Max, though we had to stop for gas frequently because of his beast's insatiable thirst and small tank. Perhaps an auxiliary fuel cell should be the next addition?

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Photos



Bridge of the Gods, Cascade Locks, Oregon



Mt Rainier, Three Pass Ride

Events At-A-Glance

SEPTEMBER

S	M	T	W	Th	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

OCTOBER

S	M	T	W	Th	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

September 13-15 – **4 Corners** (Washington) – 8am Ride
Meet at the I-5 Truck Scales, just north of exit 186
This ride will cover no less than 1200 miles in 3 days

September 21 – Ride to **Mt Baker** – 8 am Ride
Meet at the I-5 Truck Scales, just north of exit 186

NOTE: Both of the above rides meet on the NORTHBOUND lanes of I-5 and gather on the wide part of the shoulder, towards the ONRAMP.

September 28 – Ride to **Mt St Helens** – 8 am Ride
Meet at Safeway (Enumclaw)
This will be the final HARD ride of the season

October 12 – Ride to **Leavenworth** – 12 noon Ride
Meet at Albertson's (Monroe)
Good Two-up ride, Easy pace on this one

November 9 – **HSTA Dinner at Olive Garden** – 7 pm
Club Awards / Recap of Season
11325 NE 124th Avenue
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www.geocities.com/MotorCity/Garage/4714/