

BRMC NEWS – July 2013

Local Ride Activities

British Columbia: Vancouver Island – Members and other riders meet Sundays at 10:30 at Moka House Coffee, Cook St. Village, 345 Cook Street, Victoria, BC

Seattle: July 7 – Planned Day ride 7:30 Pancake Haus in Edmonds, 530 5th Ave S, Edmonds, WA
June 17 – Meet and Greet, 7 PM Cuff

Portland: July 2 – Meet and Greet, 7 PM Portland Eagle, meeting and event planning
July 7 – Breakfast at Dean's Café and Day ride to Timothy Lake

Shuswap Lake Weekend Camp

The trip to Scotch Creek and the Shuswap Provincial Park was a long one for many of our riders, but we still had a good turnout of 33 people. The camp had a nice covered space for people to socialize – and stay out of the Friday night rain. That sort of put a damper on the campfire that night, but cleared before morning. The camp store across from the park entrance proved to be the popular breakfast place as we overwhelmed the staff who still did a great job.



While some people stayed in camp there were many that took day rides, including a visit to the local motorcycle museum and various lunch spots.



Most of the riders returned just in time for the group ride to dinner at the Log n Hearth. We don't often get a chance to do a group formation ride with a lot of bikes, as it can be a safety issue. But when we have a clear route it can be impressive to get everyone lined up and riding as a large group. Our next opportunity may be in September.



Following the group photo we conducted the club business meeting and then had a great buffet dinner.



The weather continued to cooperate for a nice Saturday night campfire and social time before people drifted off to their tents.

Sunday was nice and sunny and again people walked to the camp store for breakfast before departing for home. A group of six gathered at the park entrance for a photo as they began their extended journey west to Bella Coola and home via Vancouver Island.



From the handlebars of the President

Shuswap, BC, was spectacularly gorgeous! Thanks to our Road Captain, Dave Eckert, who put in a lot of work for coordinating the campsite and dinner at the Shuswap Golf Course. That meal was an off-the-hook all-you-can-eat BBQ dinner and delicious! We had a great turnout of 33 guys!

I was fortunate enough to ride with guys who offered alternative routes than the highway and that proved to be more enjoyable than expected. Jason and John, thanks for the Canada 5A Highway from Merritt to Kamloops, and Bobby for the TransCanada Hwy 1 route from Kamloops to Yale. Though a little longer than the Coquihalla Highway, its scenery compliments everything beautiful about BC. Excellent recommendations!

The weather was hot on Saturday and provided a great continuation from last month's Victoria Day weekend. The day rides were wonderful. We are appreciative for Chris Livingston providing his jeep as the support vehicle and hauling the drinks and snacks for the run.

Next month, we'll be in Fossil, Oregon. I imagine the weather to be even hotter and I'm looking forward to a larger turnout. Just remember to eat and fuel up at Condon, Oregon, before arriving in Fossil as not much is available after 7pm, even on a Friday night. As always, the enthusiasm of our members and guests continues to build with a momentum that keeps getting better.

I look forward to seeing you next month. 'Cause without you, it's just not the same ;{D

July Camping Run Information

Our July camp is at Bear Hollow Park just south of the town of Fossil, Oregon. We have rented the entire park so there is plenty of space to spread out. The park has water and vault toilets.



A variety of day rides on Saturday take you on some spectacular roads and the options for short hikes in the John Day Fossil beds. The road from Fossil to Antelope is about 35 miles and great fun for riders who love the twists and tight curves.

Saturday evening will be the club meeting and a group dinner catered into the campsite. A light breakfast will be provided both Saturday and Sunday mornings.

Registration is now available on the website. The run fee of \$60 for guests includes the camping, dinner, and two light breakfasts. You may elect a no-meals option for \$35 less, but be aware that food choices in the area are scarce and more expensive. **Because we need a food count for the catering our registration will close Friday July 12 at noon.** This is a motorcycle-only run. Please contact the road captain if you need to come by car.

Other Camping Runs for 2013

August 16-18

Goldstream Park near Victoria, BC

September 20-22

Kanaskat-Palmer State Park near Enumclaw, WA

October 8-17

Queer Biker Invasion of Death Valley – via San Francisco

This ride to Death Valley requires making and paying for two motel reservations before the cheap rooms are gone. Reservations may be cancelled for a refund, but need to be made or there will not be any inexpensive rooms available. Detailed trip information is available.

October 25-27

Silver Falls State Park near Silverton, OR (FOURTH weekend of the month)

This is an all-vehicle event and all food will be catered in. If the weather is good there are great places to ride, if not there are fun hikes among the waterfalls. Last year was a great success – just ask someone who attended.

You can find more information about all these rides at <http://www.borderriders.com/runs.html>

Extended Ride to Bella Coola

Following the Shuswap Lake camp six riders departed for Williams Lake, BC. Members Dale C, Scott H, Tom C, and Dave E were joined by guests Dave P from MT and Wayne M from San Francisco.



The start of the trip included 12 miles of unpaved hardpack near Adams Lake as prep for a later part of the trip. We knew we had 37 miles of unpaved on the Bella Coola Hill. Dinner at Williams Lake took us to a total of 211 miles for the first day. The campground was not all that great, but it had nice showers.

Monday we traveled west and the towns got smaller. We had a lengthy stop at Alexis Creek where the volunteer at the information center was happy to have someone to talk to.



We continued to a camp at Nimpo Lake, a really small town with almost everything in town for sale. Turns out the closest restaurant was closed on Monday and we managed an early dinner at the Bakery, which was closing at 3 PM. The food was good and it was going to be the only place for breakfast.



The camp was basically empty and so wet and full of mosquitoes that we wound up renting a cabin for the night and making it the BRMC clubhouse. Total for the day 225 miles. Inside, warm and dry we played games and snacked until bed.

The bakery was indeed a great breakfast and we probably spent too much time there. Tuesday was designed to be an easier day of only 97 miles so that we could take "The Hill" at our own pace.



While a breakfast these very large trucks pulled up and the guys came in to eat. They told us they were doing "maintenance" on the unpaved part, which included spraying the stuff in the trucks on the road to bind the dirt together, making the surface harder and reducing the dust. They said they had finished the first third and would we getting as far as the summit today. They also said that when the spray was wet the road was "slick as snot" and to be careful. How bad can that be?

A stop right before the unpaved part for gas gave us hope as the road did not look too bad. Just a warning sign to tell us what was ahead.

About the first ten miles indeed was not bad – sort of like the "test road" we did – and we traveled at about 35 mph. But then we reached the area



where they were spraying the snot. They were also grading the road down to fresh dirt and rolling it. All in all it was a mess and we took the trucker's advice and road the shoulder as much as possible. For obvious reasons the group sort of split up and we each took the road at our own slow pace.



There was about 20 miles of snot before we reached the summit. This was to be the "hard" part with three major steep switchbacks.



I think after slipping through the mud we were all happy to see dry road, regardless of the curves. This drop was the last 17 miles down to the pavement and included some pretty steep grades. When we

all reached the pavement we re-grouped and looked at the mud on our bikes.



My fog lights were invisible, but I was happy that no one had slipped in the mud. We all agreed that once we checked into the motel we were heading to the car wash.



The remaining road to Bella Coola was a breeze and we got our rooms and headed across the street to the car wash to get the snot off.



We made the decision that if they were spraying snot on the summit and the switchbacks it did not seem safe to head up the hill on Wednesday and elected to take the alternate plan.

We booked our tickets on the ferry to Port Hardy, visited the Bella Cool Museum, and had dinner. Assembly for the ferry was at 6:15 so it was an early night. I think we were all exhausted anyway. Would we do this again? Well perhaps not when they were working on the road, but we all agreed it was a pretty cool riding day.

So Wednesday morning there were six bikes, one car, and one van to load this large ferry. I think there was a staff of 32 split into two 12 hour shifts as this trip was going to be 24 hours to Port Hardy. What a great ride. We had breakfast and watched the incredible scenery, played games, and had lunch before the first stop. We had a short layover and then went on to Bella Bella for a short stop. I think we picked up about a dozen more people so the ferry was really empty.



We took over a corner of the main floor as camp and Tom made "smores" and warmed his hands at the poster on the wall.

We had dinner, some people watched a movie, and we crashed for the night. There was time for breakfast before we landed about 7:30 AM. Total miles 2.1 plus the ferry. Do those 180 miles count?



Now it is Thursday and we are at the north end of Vancouver Island and it was overcast with drizzle. We stopped for lunch in Campbell River and then rode in light rain most of the way to Port Alberni. Dale and Tom left us to go on to Victoria and catch the ferry to get home. That left four of us to check into the motel – and the rain had stopped. We took a long walk to dinner. Total 237 miles for the day.



Friday was a trip over the mountain to Tofino. Great twists, but some drizzle near the summit. At least it was sunny in Tofino for a photo on the wharf and lunch.

Now back across the mountain and down to Victoria where Connor (Goatboy) was going to host us for the night. We took him to dinner and met Paul and Deb who live nearby. Total for Friday 277 miles.

On Saturday we headed north to the Sydney ferry and Wayne peeled off to go to Vancouver. That left three to ferry to Anacortes where Dave departed for his ride home to Montana. The forecast for Sunday south of Seattle was not looking good so Scott and Dave decided to abort the plan to take the side roads and spend another night camping --- and beat feet for Portland while it was sunny. Our total for the last day was about 280 miles.

SO – Would we do it again? Absolutely!

Dale said: “Thanks all for a great ride. It was an expanding experience for me. Longest trip in both miles and time I’ve been on. Furthest North I’ve been, ever. And the slipperiest gunk I’ve ever ridden in!”

Dave P: “it was a GREAT group! The entire experience was awesome! I can't thank you guys enough for making this trip a reality.”

Dave E: “What a GREAT trip and good riding group. I was nice to have compatible riders in both riding style and temperament. Each added to the experience in their own way and made the trip such a success. “

The best part about the whole experience is the time spent with the group. In addition to the adventurous riding there is time to get to know people in a way that does not happen for one night around the campfire. I am sure you will hear the stories from us the rest of the summer.... and the trip will get longer, the hill will get steeper, the snot will be more slippery, and sort forth. That is what makes for a great ride. Maybe you can join us for the next one – wherever that may be.

Valley Knights Weekend

The purring of your motorcycle grows louder the farther away you get from the city. At the edge of town, the road crests and then falls away, revealing a hidden landscape. The richly colored strata of the ravines glows against the dense pine forest above and the American River shimmers a thousand feet below you in the bright summer sun. A bike zips past you, its rider dialed into the perfect ride ahead. Then another bike zooms past in playful pursuit. Just before you roll on the throttle, you realize the frustration of rush hour, the crap from your boss, and the obligations of the straight world are already far, far behind you. You're almost there...French Meadows is just around the bend.

The Sacramento Valley Knights will have their annual French Meadows Weekend run on July 19-21 in the Tahoe National Forest. This is the same weekend as our Fossil, Oregon camp, but if you are in the northern California area this would be a great way to meet some other gay bikers. Their weekend run is \$69 and you can get information by emailing Gerard at VKMC@COMCAST.NET or calling 916 712 2031

Member Activities



Members and guests in the Seattle area did a day ride on June 2 with Dale and Terry leading several guest riders a route north of Seattle.

On July 7th Jeremy and Jason will lead a ride from Mukilteo to Neah Bay and details will be emailed to the Washington part of the mailing list once the plan is complete.



June 9 Portland area riders met at the Industrial Café for breakfast and then rode to the Johnson Ridge visitor's center at Mount St Helens where they looked at the exhibits, movies, and ate lunch.

The next Portland area ride on July 7 will be led by Stan who is taking us to Timothy Lake and then through the forest roads to Estacada. Details will be discussed at the July 2 Meet and Greet and then emailed to the Oregon part of the mailing list.



Contributions

Trip plans, day rides, other member news?

As the weather improves and you get out riding send some photos and tell us about what you did. We would love to add it to the newsletter.

How to become a Border Rider member

The Border Riders Motorcycle club is the largest and one of the oldest gay motorcycle clubs in North America. Founded in 1969 it currently has over 70 members primarily from Washington, Oregon, and British Columbia. The club provides social and educational opportunities for our members and guests interested in recreational motorcycle touring. Our diverse, international membership is composed of both seasoned riders and beginners, and we come from all walks of life and professions.

We also accept all types of bikes. Our members ride a variety of makes and models ranging from sport to touring motorcycles, and we welcome any motorcycle capable of sustained highway speeds. This is about riding and group camaraderie rather than motorcycle brand. The commonality that binds us is the love of motorcycling and the enjoyment that comes from touring some of the best roads for motorcycling in Canada and the USA—all in a spirit of friendship and safety.

In the off season, we do monthly meeting and look for social activities to keep people involved. These meeting are open to members and invited guests.

We are happy to have guests ride with us as often as they want. Many riders cannot commit to the time and expense of attending most of the monthly events – summer and winter. We encourage guests to participate in any way that makes sense for them.

If you are able to really participate in the club we encourage you to consider becoming a member. Riders who have ridden with the club for a year may be sponsored by a member. Ask any member about the responsibilities of being a member and if they would be willing to sponsor you. Your sponsor will work with you to submit a photo and short bio which will be posted on our private website. Members will be informed of your desire to be a member and you are encouraged to be sure that other members get to know you. At our general meeting in January club members vote privately on prospective members. Accepted members receive their colors at a ceremony at our annual Banquet in February.

