



Bake & Snake Tour

BY NOWZAR ARDALAN

PHOTOS BY NOWZAR ARDALAN, DOUG RUSSELL, ARNON KASETER

This year's Bake & Snake Tour route over May 15-17 was the second annual installment of Oregon Region's Eastern Oregon Twisty Road Extravaganza, although last year (2024) it went by the name BYO Wine Tour, and BYO Wine Tour itself was a variant of the previously popular and well attended Walla Walla Wine Tour.

For this tour we had 12 cars and 17 participants (a 13th car with one driver only attended the first half of the first day).

DAY ONE: The start of our tour was the Huckleberry Inn in Government Camp. There were some early concerns about freezing temperatures at this location and beyond, however the temperature at time of meeting was around 43 degrees F. To get out of the cold it was decided by Tour Leaders Randy Homes and Todd Hess to move the driver orientation to a slightly warmer locale. So, we left Government Camp on US-26 and continued to OR 216, US 197, and OR 216E to arrive at our first stop for the driver orientation at White River Falls. By



the time we got to this stop the sun was out and weather was actually getting warm; what a beautiful site for our driver orientation.

After orientation, our directions took us to OR 216E, US-97S, and OR 218E for a lunch stop in Fossil.

After lunch it was over to OR 19S, then OR 402E to US 395S and US 26E where we arrived at John Day for fuel and a quick rest. Then we continued from John Day toward our ultimate first day destination of Baker City via US 26E to OR 7N, where we arrive at the beautiful

For additional photos: <https://orpca-pix.smugmug.com/2025-ORPCA-EVENTS/Snake-and-Bake-515-5172025>



and historic Geiser Hotel in Baker City.

Before dinner our co-tour leaders Todd and Janis Hess graciously invited us to their room for some pre-dinner festivities. It was great to get together and, while sharing some beverages, talk about the day's adventure and perhaps a tall tale or two!

DAY TWO: Baker City to Hells Canyon Dam via OR-86E to Hells Canyon Road/NF454. Our first stop was at Copperfield Park in Oxbow, Oregon which is right at the junction of OR 86E and Hells Canyon Rd/NF454. OR 86E through Halfway was absolutely beautiful, with great curves and gorgeous scenery all around. The Hells Canyon area with its amazingly tall canyon walls (It's the deepest canyon in the United States, even deeper than Grand Canyon), Snake River between





the canyon walls and Brownlee reservoir to the north of the Hells Canyon Dam stirs up a sense of awe and wonder in me every time I go through this area.

After leaving the Hells Canyon Dam area, we headed to Cambridge, Idaho for gas via ID 71S and then westward toward Midvale, Idaho for lunch. The way back to Baker City was exactly as we came to Midvale, with the exception of Hells Canyon Road/ NF454, which we bypassed.

Before dinner again Todd and Janis Hess graciously hosted us in their room for sharing various beverages and fun Porsche and non-Porsche stories.

DAYTHREE: It was time to leave Baker City and head towards our lunch destination in Condon, Oregon through some of the best twisty and scenic roads in all

of Oregon. Of course, nature does not pay attention to anyone's desire for sunny, dry, perfect Porsche weather! Right as we got on to I-84 from Baker City, we were greeted with heavy rain and poor visibility. This continued all the way to La Grande and beyond as we approached our turn-off at OR 244. At the OR 244 turn-off the group stopped for a few minutes to discuss the weather and the driving plan/adjustments for the bad weather. A few of us (yours truly included) were contemplating making a bee line for home as the heavy rain took some of the fun out of the drive and reduced overall safety. However, the weather forecast was calling for much better weather for our route as we went south and west toward Condon. So, it was decided to continue on the planned route



as we reduced speed somewhat for wet roads and gravel all over the place. Overall, I think we reduced speed about 1.0 MPH as it is usually hard to hold back these fire breathing rear and mid-engine monsters!!

I'm glad to report that for a change the weather forecast was right on. As we started toward Ukiah on OR 244, the heavy rain subsided and turned into occasional light rain or drizzle as the fog rolled in on

the hills and lush green meadows. It was a moody, dreamy, and altogether different kind of beautiful. I almost felt like I was driving through some Scottish backroads!

From Ukiah and OR 244 we turned right onto US 395 north on a stretch of roadway called "Battle Mountain Forest State Scenic Corridor" and stopped for a quick rest/bathroom at Battle Mountain Park; The

name commemorates one of the last battles between native Americans and settlers in eastern Oregon. This confrontation took place near the park. This site also served as a Civilian Conservation Corps camp, whose members constructed the water system, installed picnic tables and built the large granite stone fireplace still available for use in the park. These contiguous areas were acquired in 1930 from the Cunningham Land and





Sheep Company, to protect the forest (Ponderosa pine, larch, Douglas fir, and spruce).

After Battle Mountain Park we headed north on US 395 and turned left onto OR 74W to Heppner for gas. Then it was OR 206W to Condon for lunch.

After lunch at Condon, we got onto OR 206W and continued all the way to our final group stop at Celilo Park just off of I 84 east of the Dalles. This stretch of road was yet another beautiful, hilly and twisty experience. The wind through this area was pretty intense and at speed my 992 C2S felt almost like it wanted to get a bit airborne, even though it's relatively heavier, wider and more planted than the Porsche 911s of old! We all made it to Celilo Park together and it was time for group photos and goodbyes.

What a fantastic experience this was for me. I had done all these roads multiple times in the past on either my Triumph sport bike or my Kawasaki touring bike, mostly in hot summer months when the roads

We saw wonderful shades of lush spring green, brown, beige, etc. The hills with their ever-varying geology and color were especially stunning and their beauty really hard to describe.

were clearer of gravel or rain water but the scenery of the hills and meadows was not as gorgeous as what we saw on this tour. This was the first time whipping the Porsche around these roads and it was awesome! During the summer most of the environment surrounding these roads is yellow or brown and dry. We saw wonderful shades of lush spring green, brown, beige, etc. The hills with their ever-varying geology and color were especially stunning and their beauty really hard to describe.

Many thanks to Randy and Diane Homes as well as Todd and Janis Hess for their route design, planning and leading this tour. Special thanks to Todd and Janis Hess for not only doing the pre-drive and giving us a great course report, but also for hosting us two nights in their room for pre-dinner parties. Also, special thanks Andreas Straub and Nancy Fullarton for being our great sweeps (the Caboose); like a couple of adult ducks watching over their little ducklings, they patiently watched us from the back and made sure we were all marching together!

Overall, this tour was well-planned, well-organized and well-attended by some of the friendliest, nicest people you will ever meet. Emphasis on safety from the leadership was much appreciated.■

