



Quick Releases

The Monthly Bulletin
Of the Portland Wheelmen Touring Club

August 2017 Vol XLVI No 8

Top Talk

By Chip Kyle
President

As I mentioned in last month's Top Talk, one of the characteristics of this club that makes me proud is how willing you, the club members, are to volunteer and to serve in whatever capacity is needed. Once again, you stepped up to help staff the Finish Line of the Seattle-to-Portland ride. Running a successful Finish Line is important to the financial health of our club. This year it was again a success! There were approximately 150 time slots covering a wide variety of jobs that needed to be filled by volunteers. Corey Eng, Volunteer Coordinator, spent most of the last few months encouraging people to sign up. Thank you for responding so well to his pleading and cajoling. Please see his note to all the volunteers nearby in this issue. I want to add my own big "thank you" to all of you who so willingly gave your time. Well done!

As a way to show our appreciation for the work you have done, we want to invite you to the club picnic on the second Sunday in August, the 13th. There is no cost to you, the food is catered and we are offering three rides for your enjoyment - a family ride of 10 miles, and two longer rides of 25 and 32 miles. You will need to sign up for the picnic so we have an accurate headcount for the caterer. There has already been one email blast about signing up for the picnic and there will be a second one as well. The picnic will be held at Co-



Sunday, August 13th
Columbia Park
25 & 32 mile rides start at 9:30am
Family ride starts at 10:00am
Food is at Noon.
Make sure you register if you want to eat!



[Don't forget to register for Beaverton Banks & Beyond.](#) Portland Wheelmen have a \$2 discount. Register with promotional code 99043.

COMING SOON

A new look
is coming
to the
QR....

My PC is on its last legs. As the QR this month has taken so much longer than normal. I apologize for not being able to use some of the photos sent to me.

I will be moving to an Apple computer and Apple is not compatible to the program I use for the QR so the September QR will have a new look as I adjust to using Apple's product for publications. Thanks for your patience,

Kimberly Morehead, editor

**No Club Meeting
In
August**

Come to the Picnic
Instead

Board Meeting

Date: Monday, August 28, 2017

Time: 6:30 PM

Place: Legacy Emanuel Hospital
2801 N. Gantenbein Ave
Room 1035

All club members may attend Board Meetings. Submit items to be considered in writing by the preceding Club Meeting to Chip Kyle at 503-387-3940 or cwkyle109@gmail.com

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Columbia Park in North Portland. Longer rides begin at 9:30 AM, the family ride begins at 10:00 AM and food will be ready at noon.

You all know my interest and theme of safe riding. There was an article recently about the effectiveness of visible attire while riding. It never fails to amaze me to see riders - particularly in the evening or during our colder, wetter months - wearing dark clothing. They are so very hard to see! The conclusion of the article was (no surprise) to wear bright colored clothing and to use a blinking light for both front and rear. The article went further to state that moving bright colors were even more effective than just a bright jacket or jersey. The authors recommended wearing bright Day-Glo yellow or orange socks/leggings and/or shoes. They also suggested strapping a blinking light to your ankle to generate the most attention grabbing visibility. We know that as bike riders we are extremely vulnerable to cars and distracted drivers. Anything to attract their attention may help keep you from

an unfortunate meeting.

Ride Safely! Chip Kyle

Ride Leaders:

The web team have added the capability for ride leaders (and all users) to search for and download maps from the map library.

To use, log in to pwtc.com and select the "Map Library" option from the members-only menu.



Sunday Parkways 07/23/17

Excerpts from Rachel's Blog: 204 Miles



This ride has always been on my bucket list ever since an old family friend shared with me her stories about riding this event many years ago. I always consid-

ered her a "hardcore" biker because not only did she finish the event, she did it in 1 day. For me, that always seemed like a distant dream, something I always wanted to do but never felt confident that I could do. I felt like just finishing it in two days would be a stretch for me.

(Cont. on page 3)

Portland Wheelmen Touring Club Contact Information

(Please call before 9:00 pm)

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Newsletter Deadlines

Announcements, Events, and Classified Ads for consideration of publication should be submitted to Kimberly Morehead by the **20th** of the month to be in the next QR. Publishing of letters is at the sole discretion of the Editor and dependent upon space available. Opinions expressed are those of the individual and not representative of the PWTC or the Editor. Classified are run for 2 months unless other arrangements are made. Articles and classified from members have priority if space is limited.

Ride Information

Ride information is to be submitted to the Road Captain. Ride leaders wishing to create their own ride descriptions or to sign up to lead a ride for the following month need to provide the Road Captain with pertinent information two weeks ahead of the ride!

Contact either Patrick Cecil or Bill Hamilton at PWTC Road Captain email: roadcaptain@pwtc.com

PWTC Web Site:

<http://www.pwtc.com>



Quick Releases 2017

When I reached the 50 mile marker, I was feeling at the top of my game. I felt like I could ride further than 100 miles in the first day and I wanted to try. I called my dad and said, "If I continue to feel good and want to ride past my planned overnight location, would you bring me a sleep bag wherever I decide to crash for the night? He said, "Yes, just let me know where you decide to stop." So I continued riding.

And Riding. And Riding. And Riding. And Riding.
And Riding.

When suddenly, I realized that I was in Castle Rock! I was now only 62 miles from the finish line and it was only 4pm. I asked myself, "Can I really finish this today?" With adrenaline pumping, I said to myself, "Go big or go home!" Which is exactly what I did.

Looking back on it now, the decision to ride it in one day was made on the road. I did not prepare months, weeks or even days ahead of time. I trusted my body, training, instincts and head to carry me through. I did not let fear, doubt or anxiety keep me from accomplishing my big dream. I am so glad that day, I choose to trust my instincts and believed in myself that I could do it! I accomplished what I once thought was impossible.

I challenge you today to not over think the decisions in your life. Live in the moment and trust your instincts. Ask yourself, "what is the worst thing that could happen?" For me, I would rather try than wonder what could have been.

Congrats Rachel! Awesome job!!



PWTC Spotlight on Safety

By Bill Hamilton

Shadows

Recently, a long time club member hit a pot hole that was hidden in a shadow and flattened. This could have resulted in a bent wheel or a crash and it got me thinking about what we see and how we see it.



Riding down a tree lined road on a bright sunny day can be a beautiful experience, but it can be unsafe. The human eye only sees color. It doesn't see texture, it doesn't see holes, it doesn't see water or ice and it doesn't see shadows. The eye takes in the visible spectrum of light and focuses it on the retina. Those signals are then transmitted to the brain, and the brain interprets what the eye records and translates it into what we 'see', i.e. texture, holes, shadows, water and ice and all the other things we see.

Additionally the eye adjusts automatically to the intensity of the light it's receiving. As it sees bright sunlight, the pupil contracts reducing the amount of light entering the eye. The eye adjusts to the brightest light source, much like a camera. What this causes is reduced visibility of objects in the less illuminated field of view, areas like shadows. So what happened as you are riding on that beautiful bright sunny day is that you see what in the sun really well, but often you can't see what's in the shadows and this is where the danger lurks.

So, since we can't change our eyes, its best to be aware of the situation and adjust our riding accordingly. When you are riding in dappled sunlight with high contrast between sun and shade be aware that you can't see as well as you can in more consistent light and slow down or move to areas of the road where you wont be riding into areas where you can't see. Mostly, be aware of when you are riding in these conditions and take care.

"Let's be safe out there"



PRODUCT SAFETY ALERT!!!!

Product: Cycling Shoes
Manufacturer: All Brands
Model: All Models

Your cycling shoes can be a deadly safety hazard. This risk is immediate and very serious.

This hazard does not occur when your are actually wearing them, it occurs when you take them off in a restaurant or coffee shop and place them in the aisle where people are walking and not expecting trip hazards. Along come a fellow patron and, BAM, down they go because they trip on your shoes.

So, if you find it necessary to disrobe in a restaurant, coffee shop or any other public place where others may be walking about, MAKE SURE you put your shoes or other bike gear where others won't trip on it.

Save the Cyclists

Beaverton Banks and Beyond Bicycle Tour Last Call

Respectfully submitted by
Ann Morrow

August 19, 2017. That is your last chance to ride NW Bicycle Safety Council's Annual Beaverton Banks and Beyond Bicycle Tour. Yes, last chance. This is the 9th and there won't be a 10th annual.

This is an exceptional route in Washington County. It's so exceptional that it was turned into the Tualatin Valley Scenic Bikeway. You will see the signs as you ride. Bruce Buffington, NWBSC founder worked hard on this route and presented it to the state of Oregon for Scenic Bikeway consideration and the rest is history.

You'll start your day in Beaverton at Papa's Pizza off Cornell. You know if you start a ride at a pizza parlor you're going to end your ride at a pizza parlor, so that makes for a happy ending to a day of riding right there.

A little suburban peddling takes you to rural Washington County and soon into quaint North Plains. You haven't gone too far, but take a quick stop. Starbucks is there with some of their good brew and snacks. Riders and Sliders is out with wrench in hand ready to tweak that machine of yours for a better ride.

Suburbia is forgotten as you view the farmlands of rural Oregon and cruise into Banks. This little community wants cyclists to come visit. You will find a rest stop at the Log Cabin Park (both outbound and inbound if you go farther). Our sponsors will have some tasty treats for you there. You will find little samples of The Bowl & Berry, AdvoCare with their helpful products to keep that crank turning, and other tasty snacks to carry you up the Banks-Vernonia Linear Trail.

In Banks you hook onto the Banks-Vernonia Linear Trail and head to Stub Stewart State Park. There's a little climb up to Hilltop Day-Use Area but it's worth that panoramic view to the west. Real restrooms with flush toilets will cause you to break out in song. "Hallelujah," you will joyfully cry. Plus they'll feed you.

On to Vernonia following the Linear Trail, the farthest point, the "Beyond" in Beaverton Banks and Beyond. Local volunteers will welcome you and help you fuel up again as you turn yourself around and head back down the trail. Stop again at the rest stops if there is time - your sights are on Papa's Pizza. Between Banks and Beaverton you'll find a little mini-stop at Townsend Berry Farm with a few snacks, more AdvoCare, and water for the final leg to the finishing line.

Keep in mind you choose your route - 35, 64, or 100 miles - or anything else you choose. You can turn around and head back whenever you like.

At each rest stop, except the Mini at Townsend Berry Farm, you will find mechanical support, course marshals will look out for you on the Banks-Vernonia Linear Trail, and SAG (support and gear) vehicles on the roadways will enhance this ride and make you feel safe and secure.

Saturday, August 19. Registration opens at 6:30 with routes open at 7:00 a.m. Choose a lunch option from Papa's Pizza as you register - you'll be glad you did. Enjoy bike-related vendors upon your return.

Proceeds will be used by NWBSC for helmets and helmet fitting in the Portland Metro Area. All support is volunteer.

Preregister at <http://nwbcyclesafetycouncil.org/cycling-events/>. On or before August 18 registration is \$35 and Day of Registration is \$45. Lunch is \$6 plus a fee of \$1.29 on Eventbrite.

Additionally, there are a few classic Beaverton Banks and Beyond Bicycle Tour jerseys available at the registration desk. Last call for those as well. Their red white and black design always draws compliments and is very visible on the road.

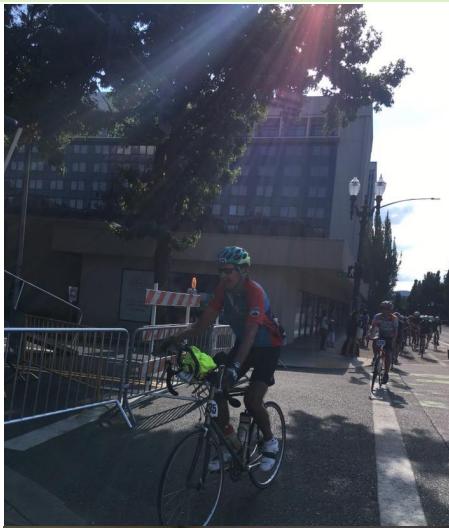
Lori Buffington will serve as your PWTC ride leader and you will find a sign-in sheet at registration.

Join us.





John Hart wanted to share some great costumer service regarding a bike seat company: My Infinity saddle (www.InfinityBikeSeat.com) cracked on a ride a couple of weeks ago. That was unfortunate, though I was able to finish the ride. The good people at Infinity have already sent me a new saddle - free - along with a prepaid return shipping label so I can send them the broken one for their engineers to analyze.



THORNS FC BIKE TO THE PARK

Portland Thorns FC vs Washington Spirit

Saturday, September 2nd at 1:00 PM

Providence , Park (Nationally Televised)

Tickets: \$15 for Reserved Seats—A Savings of 25%

The Thorns are teaming up with Portland's largest bike club to offer this First Annual Portland Thorns Bike to the Park Night. For additional information including specific ride and course details, timing and stadium bike parking please visit the Portland Wheelmen's website at PWTC.com/scheduled-rides and look for the September 2nd Ride to the Park.

To Order: Timbers.com/biketothepark Enter promo code: PWTC2017

Questions? Contact Jake Robinson at the Portland Timbers at 503.553.5562 or jrobinson@timbers.com

Mileage Policy Update

- PURPOSE:

Record keeping of Club approved mileage is a courtesy extended to members to encourage riders to participate in Club rides listed on the Ride Schedule/Calendar; assist members to set and meet individual cycling goals while participating with other Club members on rides; and give opportunity to socialize with other members while earning mileage. The expansion to earn 'home miles' (mileage ridden to and from the ride start location) was added in the 1990's to encourage members to reduce their carbon footprint by leaving their vehicles at home. Posting of rides on the calendar are meant to offer all members fair opportunity to participate in a Club activity, and encourage setting and attaining personal cycling goals.

- POLICY:

Mileage credit will be given for the route distance ridden on the date of the published PWTC ride. Additionally, any distances ridden to the start of the ride and any distances ridden from the finish of the ride, to the riders starting location (e.g. home, car) will also be given.

It is understood some riders who ride to the start may not return to the finish, instead they return to their starting location. In these cases their mileage should reflect the route deviation.

In the event that the ride is out of the immediate area and requires a day or more to reach the start location, mileage credit will be provisionally given. The provision being: the ride to the start must be a separate, published ride on the club's Ride Calendar and adhere to all of the normal requirements for a club ride (designated ride leader, ride description, maps, open to all club members, etc.)"

Also, the Non PWTC Rides policy will be updated to state "Home Miles" can be included.

A Big Thank you STP Volunteers

By Corey Eng, STP Volunteer Coordinator

Once again, another successful Seattle to Portland bicycle classic has come and gone. This 2017 version improved upon some new implementations of 2016, including the relocation of the bike corral and the second year of help from the Skyview basketball and wrestling teams.

I would like to acknowledge my team leaders:

Ann Morrow for her precise and concise communications to the numerous parties involved with the running and organizing of this event.

Alison Nelson taking over from Phil Brown, for her dealing with Portland's ever changing permitting procedures in securing Holladay Park and her help with the route safety crew.

The Route Marking team of **Dave McQuery**, **Scott Poindexter** and **Frank Arndt**. These three attach and detach all signage from the Longview Bridge to the Portland finish line.

Bill Hamilton for organizing the Friday bus/truck transportation from Portland to Seattle. This is a significant contributor to the PWTC's "bottom line", with the 4 buses and trucks being efficiently loaded and dispatched to the University of Washington campus.

Sarah Hill for her baptism under fire, as Saturday Return Transportation team lead, dealing with bus scheduling screw-ups not under the PWTC's control.

Eric Hendricks for his continued role as Sunday Return Transportation team lead and keeping his bus riders well quenched.

Dave McQuery for his continued role as weekend Bike Loading team lead and the efficient loading of bikes, as there were hardly any lines of bikes to be seen.

Scott Poindexter for his recurring role as Baggage team lead and new co-team lead **Lynn Thompson** and their handling of the new luggage identification coloring system.

John Mardis for his continued role as Bike Corral team lead and the marked improvement over last year's operation.

Dave Ek as Saturday Route Safety team lead and his assistance in the finish line chute setup and breakdown, with able help from **Dick Weber**.

Tom Carter as Sunday Route Safety team lead and the less congested finish line area.

Returning team leads **Joan Cullen** and **Nancy Chu**, respectively heading up the Information and Volunteer Booths, keeping people well informed and volunteers properly dressed, identified and fed.

There are many other integral volunteers, not designated as team leads, such as **Tom Carter**, **Bob Johnson** and **John Joy** sweeping away debris from the finishing miles of STP.

Thank you to the nearly 100 Wheelmen, friends and families that volunteered to fill the approximately 150 job duty time slots. And thanks to all of you who stayed past your assigned shifts and lent a hand where needed.

Thank you to the 10 Skyview high school basketballers and coaches and the 24 Skyview wrestlers and coaches, for their assistance in setup, tear down, baggage unloading and handling, merchandise hauling, bike loading and passing out finisher patches.

Advance apologies to any deserving volunteer I may have forgotten to mention.

Hope to see all of you next year!



WE'RE THE P IN STP!*

Respectfully submitted by
Ann Morrow

Thank you all for your help on Seattle to Portland (STP) the weekend of July 15 and 16. It's such a whirlwind of little details and many tasks to be done to accommodate thousands of cyclists. The Wheelmen took this responsibility seriously and swarmed Holladay Park in the Lloyd District like big bees in your yellow and black shirts. With all of you fulfilling your assigned duties it made for a demanding but relatively problem free weekend.

We can't thank Corey Eng enough for all he does organizing, plotting, contemplating, administering and just plain being everywhere.

Friday, July 14, DoubleTree Hotel Breezeway: Luxury buses line up on the north side, Penske Trucks on the south. STP riders climb into the buses after loading their precious bikes into the trucks for transport to Seattle. We had 4 buses and 4 trucks. PWTC members drove the trucks. Bill Hamilton coordinates all of this - Friday Buses - and there are always crazy little (and not so little) glitches to handle. "I forgot my laptop on the bus" and, "I'm back in Seattle but I forgot to put my bike on a truck." Or, one of your bus drivers is lost in Seattle and doesn't know where to drop off all these STP riders. And yet, Bill keeps doing this year after year!

Saturday, July 15, DoubleTree and Holladay Park: PWTC Team Leaders meet for an organizational breakfast at 8:15. Thousands of cyclists are headed our way from Seattle and we need to get ready! These leaders know the routine, ask appropriate questions, eat as much as they can because they know they are headed into a marathon of effort, and head off to their respective jobs. Our volunteer Skyview High School basketball and wrestling teams arrive to set up fencing around the park and help Cascade Bicycle Club with heavy lifting as well. They are volunteers but we donate money to their booster club to keep them coming back. Around 2:30 or so the first one day rider crosses the finish line. We usually aren't quite ready for those first few but soon Phil Brown and Cheryl Speer are up on the sound stage welcoming one day riders heartily (I think there were slightly over 2,000 this year) and our safety crew is out in the road multitasking by cheering and monitoring the flow of traffic for rider safety. The shower truck is primed and towels are at hand; the information booth is up and staffed with the ever capable Joan Cullen apparently chaining PWTC members to the site to keep them from wandering off. Baggage is unloaded (High School Students) and bikes and buses loaded. Meanwhile, a party begins in the park! 9 p.m. and the finish line is shut down for the day and we head home for a little sleep. One day riders are often still trying to make their way to their destination and Cascade stays on site until midnight to hand out one day patches.



Sunday, July 16, DoubleTree and Holladay Park: Another breakfast meeting with some new team leaders who are joining in for the second day. The continental breakfast line was hit hard by some of our club members who knew they would be too busy to enjoy another meal for quite a while. Hit the repeat button on Saturday but Sunday has much more activity with over 6,000 riders coming in to finish the event. A huge Bekins moving truck was already staged on 9th Avenue awaiting hundreds of bikes to carry back to Seattle. The finish line officially opens at 10 but it was closer to noon by the time the park really began to fill with friends and family and successful STP finishers. While the party continued with live music and a beer garden our PWTC members, along with the Skyview teams, worked hard to provide the amenities that make the riders happy: traffic control, a warm welcome with bubbles and cow bells and cheering; the official finishing patch handed out; baggage organization, bike and bus loading; helpful information about what is located where; showers (we rent out towels) and lots of little personal touches to individuals, riders and pedestrians alike. At 7:00 p.m. the finish line shuts down. It's hard to start packing up as we know riders are still headed our way. But permitting allows us only so much time and we have to clean up the park after this huge party! By about 8:30 we are pretty well tidied up, packed up and done! A debriefing meeting was held for team leaders and finally homebound at about 10:30.

relatives for a quick visit while they are in town. Most knew to load their bikes on a truck Sunday so it's just them and their bags onto a bus for the trip to Seattle. We had 4 buses this year. American Barricade came by to pick up their stuff - the street signs and all that "fencing" from the park. It's a relief and yet a little sad that such a huge event has come to an end for another year.

My granddaughters and I, all dressed alike in our STP yellow volunteer T-shirts, headed to the Oregon Zoo on Monday afternoon after loading the buses. A couple stopped us while we were there and said they had done the ride and thanked us profusely for the job well done. I want to convey that appreciation to you.

Thank you all on behalf of your bicycle club for all of your hard efforts. I know you all gave all you could and more and we've had a successful year because of your generosity.

Many of you have stories to share, including those of you who rode. We look forward to hearing your experiences.

*Announcer Allan Morrow's 2017 joke of the year

Cascading Rivers Rides

September 16th & 17th

Estacada Oregon

Killer Fang: 72 miles each day

Bagby Spa Ride: 71 miles Sept 16th only

Raging Rapids: 35 or 52 miles Sept 17th only

Little Riffles: 12 mils Sept 17th only

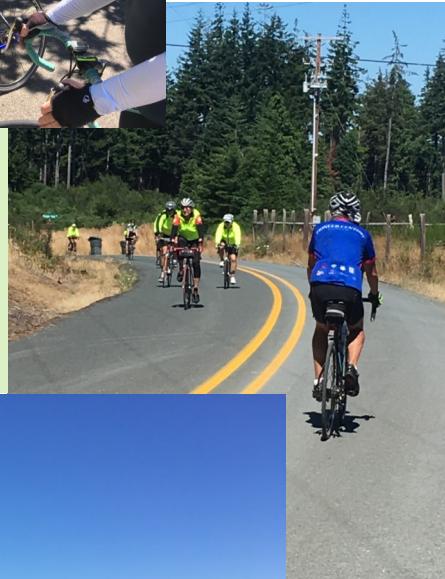
This is not a club approved mileage ride.

Check it out at:

[http://
estacadadevelopmentassociation.org/mainstreet/
cascading-rivers-ride/](http://estacadadevelopmentassociation.org/mainstreet/cascading-rivers-ride/)



Bullards State Park
Camping Trip



Welcome New Members

Jeffrey Anderson
Guy Carson
John Clifford
Gordon Eddington
Jeff Edwards
Brian Kavanagh
Ana Kuhl
Doug Kuhl
John Mulligan
Eric Olsen
Judy Pepper
Anne Piccirilli
Donald Rolph
Mark Westerfield



Did you know.....

Vancouver Bicycle Club maintains

the path to the Glenn Jackson Bridge. We take for granted that it's clear of debris and overgrowth as if some little bridge trolls take care of it. Nope, it's our friends from VBC.

Steens Mt. Sceni Loaded Tour

September 5 - 11

The Steens Mt. rises (9773) as an elongated ridge more than 5000 feet above the desert floor with awesome sunrises and sunsets for a willing wilderness camper bundled up against the cooling winds. We hope to enjoy Tuesday's sunset and Wednesday's sunrise primitive camping near the summit.

Tuesday, Wednesday, Thursday will be GROUP ride days while Friday, Saturday, Sunday will be NON-GROUP optional routes.

Considerations: Some primitive desert camping. Thursday & Friday include a combined 52 miles of gravel road (surface conditions unknown). Nights and early mornings could be cold. Head winds may blow daily. Water sources three days will be uncertain: plan to purify your own water. Cell service will be irregular.

Riders are advised to research the route described (creating your own map), to become familiarize with road conditions, investigate water availability, and the camping situations by using on Google maps and/or Google Earth or other resources for information. Leader will provide a route map BUT do your own research, too.

Tuesday, Sept 5 (No riding mileage)

Transportation: Each rider is responsible for his/her transportation to/from Frenchglen. Start/finish: Google Map shows 333 miles thru Madras, Prineville, Burns (6 hours; no stops)

Meet up: before 4:00 pm Frenchglen Hotel. At 4:00 pm we'll start driving the gravel summit-ward checking Page and Fish Lake Campgrounds. On the drive up we'll also evaluate the road surface to determine the feasibility of descending safely Wed. morning.

Camping: A "primitive, wilderness camp" near the summit (no campground, water, or toilet (please plan for your needs). Or choose Page (near Frenchglen) or Fish Lake. Or make your reservation at Frenchglen Hotel or camp on hotel lawn.

Wednesday, Sept 6 (Group ride; 50 miles; maybe 70 miles)

After a majestic sunrise some riders may choose to descend 20+ miles on unloaded bikes for "second breakfast" at Frenchglen Hotel. Or we'll drive to Frenchglen Hotel for "first breakfast" then load bikes, leave cars, and begin tour of the Catlow Valley Road for 50 miles to Fields café (best milkshakes in the West), grocery, and motel (make your own reservation) and/or rustic camping. No certain water source after Frenchglen for 50 miles.

Thursday, Sept. 7 (Group ride; 41 miles; 29 miles gravel)

Eat "First Breakfast" at the Field's cafe or your stove (No "Second Breakfast for two days)

Pavement turns to gravel road after 12 miles and at 15 miles is ghost town of Andrews (old school is studio to a world famous desert landscape artist John Simpkins). After 8 more gravel miles stop at Alford Hot Springs (\$5) for soak. 18 miles of gravel takes us to primitive camping at Mann Lake (filter, boil, or tablet disinfect lake water).

Friday, Sept. 8 (Group ride; 65 miles; 23 miles gravel)

After 23 miles of gravel we will welcome pavement of Hwy 72 (Steens Highway) for 38 miles to Crane's cafe/grocery for late "second breakfast." Crane Crystal Hot Springs and Campground awaits us after another 4 miles. No certain water sources after Mann Lake.

Saturday, Sept. 9 Options: (Non-group; 62 miles; or 51 miles; or 86 miles)

- 1) Back track 14 miles on Hwy 78 to New Princeton to ride 48 miles to Frenchglen to the cars. (total 62 miles) Head home or camping options: Frenchglen, Crystal Cane Hot Springs, Kiger Mustang Viewing Area, Narrows Campground, etc.
- 2) After a 28 miler into Burns enjoy a "Second Breakfast." Then 23 miles on Hwy 205 to camp at Narrows and an optional unloaded gravel road ride of 18 miles round-trip to the Malheur National Wildlife Refuge Headquarters. (51 miles + plus refuge trip?)
- 3) After a 28 miles into Burns enjoy a "Second Breakfast find a place to leave panniers and ride 58 miles to Narrow and Frenchglen to the cars return for panniers. (total 86 miles) Head home or camp options see # 1

Sunday, Sept. 10 (Non-group; 35 miles)

After camping at Narrows ride 35 miles to Frenchglen Hotel for "second breakfast" or drive back to Narrows for "second breakfast" or no "second breakfast and drive home.

Or camping options see Saturday 9 # 1

Ride Leaders: Don Spencer (dondwspencer@gmail.com)

John Burkhardt (jhburkh@hotmail.com)





Columbia River Bike Trip
Jun 26–July 1st



Brian Link from Velofix giving a presentation on Before the Ride checks at the July meeting.



Pat & Richard's Lolo Pass rides

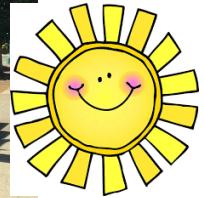
Quick Releases

A Monthly Bulletin of the
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