



# Quick Releases

The Monthly Bulletin  
Of the Portland Wheelmen Touring Club

August 2018 Vol XLVII No 8

## Top Talk

By Chip Kyle  
President

You have heard me say this before: 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. Elsewhere in this QR issue is a letter from Corey Eng acknowledging the many individuals who led the plethora of teams needed to run this event. Thanks to all of you for responding so well to his solicitation, pleading and cajoling. I want to add my own big "THANK YOU" to all of you who so willingly gave your time. Well done!

In August, there is no club meeting, instead we have our annual picnic. It's coming up rapidly - on Sunday, the 5th. I hope to see all of you there as it's a fun time. We are returning to a potluck format this year, as many of you have said you have missed the variety of offerings. However, you will need to sign up for the picnic so we have an accurate headcount for planning purposes. As last year, we are offering three rides for your enjoyment - a family ride of 10 miles, and two longer rides of 25 and 32 miles. The picnic will be held at Columbia Park in North Portland. Longer rides begin at 9:30 AM, the family ride begins at 10:00 AM and food is planned for noon. There will be a presenter after we munch and before the raffle.

The "T" of the PWTC is, of course, touring. There have been many opportunities to tour so far this year with a couple more

### Aug:

#### No Meeting

Come to the Picnic instead



### September:

Portland Police Bureau Traffic Division Officer McCageor (Cage) Byrd

Picnic registration is now open for August 5th at Columbia Park. We are bringing the much raved about potluck back, and the club will be providing cold cuts/beverages! During the picnic we will have: three rides to choose from prior to the lunch, a raffle for various prizes, and guest speaker author Dan Devise, regarding his book of the comeback of Greg LeMond.

If your last name starts with A-L, please bring a salad or appetizer. If your last name starts with M-Z, please bring a dessert. We hope to see you there!

No Club Meeting  
This month.

Come to the Annual  
Picnic!

### Board Meeting

Date: Monday, August 27, 2018  
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 cvkyle109@gmail.com

### RSVP

Aug. 18-19  
Ride Leader: Cindy Bernert-Coppola



### RACC

Aug. 18  
Ride Leader: Patrick Cecil



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on the horizon. Each year, my son-in-law and I take a week-long supported tour with Bicycle Rides Northwest. We just returned from this year's Oregon ride which was a figure eight course centered around John Day. We rode parts of the Old West Scenic Bikeway, as well as going to Sumpter, Anthony Lake, Baker City, and the metropolis of Seneca. The weather was really hot, some of the climbs long and steep, but the scenery was spectacular! Of particular beauty was a long 40 mile gently downhill ride along the middle fork of the John Day River. (Of course, we did have to "buy" that ride with a steep ascent on US 395 up to Long Creek. Uff da!) If you haven't done so, you should consider taking one of the many opportunities the club offers for a tour. They are fun and you get to see completely different scenery.

Ride Safely!

Chip Kyle

## PWTC'S ANNUAL PICNIC

If you haven't already registered for our upcoming annual picnic, please do so immediately! VP Ashley Reynolds has been busy delegating duties to a few of us. We've done a pretty good job of getting organized. This takes a good deal of planning and coordinating to put on a great event. Here is a picture of Ashley VP and I spending club money buying prizes. Looks easy right? Well, what were not showing you is the trip to the storage unit during the heat wave grabbing up cases of drinks and coolers, (thank you Scotty)! The upcoming COSTCO run for the cold cuts, 7-11 for many bags of ice, a lot of heavy lifting, when it's all said and done, it's back to the storage unit to return our coolers and

unused cans of pop/water. These events don't pull themselves together on their own. Thank you, picnic committee for heading this up! See you all next weekend for a great day in the park! 3 amazing rides to choose from!

Respectfully submitted by,

Kathy Hellem



## Portland Wheelmen Touring Club Contact Information

(Please call before 9:00 pm)

### Elected Officers

President.....Chip Kyle 503-387-3940  
[cvkyle109@gmail.com](mailto:cvkyle109@gmail.com)  
 Vice-President.....Ashley Reynolds (503) 351-9510  
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 Road Captains.....email: roadcaptain@pwtc.com  
 Rob Schroeder 503-653-5484  
 Sarah Hill 503-720-9972  
 Members-at-Large.....Steve Price 503-705-7276  
 Jeff Marshall 503-255-3790  
 Pat McManus 503-309-9437  
 Eric Hendricks 503-803-7926

### Event Coordinators

2016 Awards Banquet Awards...  
 Bud Rice 503-667-0683  
 Arden Shelton 503-709-7252  
 Awards Banquet...Benn Schonman 503-775-8300  
 2018 Pioneer Century Coordinator  
 Brian Hammer 310-591-9458  
 2018 Pioneer Century Vol. Coordinator...Corey Eng  
 503-641.2971 [coreybike@comcast.net](mailto:coreybike@comcast.net)

2018 STP Bus.....Bill Hamilton 503-778-0552  
 STP Vol. Coordinator.....Corey Eng 503-641-2971  
[coreybike@comcast.net](mailto:coreybike@comcast.net)

Program Committee .....Barry Emmerling  
 503-231-1879

### Appointees

Statistician.....George Ammerman 971-270-6440  
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 Bruce Buffington 971-570-4791  
 Refreshments.....Bud Rice 503-667-0683  
 Welcome Rides.....Ann Morrow 360-608-3173  
 Web Committee...  
 Alan Coppola & Cindy Bernert-Coppola  
 503-781-1822  
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 Bike Boxes.....Jackie Seguin 503-231-7216  
 PWTC Clothing.....Arden Shelton 503-709-7252  
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 Contributors: Ann Morrow, Kathleen Hellem

### 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 Rob Schroeder or Sarah Hill at PWTC  
 Road Captain email: [roadcaptain@pwtc.com](mailto:roadcaptain@pwtc.com)

### PWTC Web Site:

<http://www.pwtc.com>

Let's  
 breathe in  
 the last  
 moments  
 of summer.

## SAFETY CORNER: CORNERING

Article from Bike Radar which can be found at <https://www.bikeradar.com/us/road/gear/article/how-to-corner-with-confidence-video-44753/>

### How to corner with confidence

Getting through a corner efficiently and safely requires a combination of skills, plus confidence in your own ability as a rider and in the group on the road around you. Break it down into three stages, get to grips with the techniques and you'll master the art of cornering in no time.

#### Cornering: entry phase

One of the most important parts of good cornering technique is a smooth and efficient entry.

As you approach the corner, your body position should be relaxed with your fingers covering the brakes. Ideally, keep your hands on the drops as you'll have much better braking control, which is particularly important for tight, fast turns.

Looking ahead is crucial. When you are 33-66ft from the corner, look to the entry and apex of the turn. This ensures you have time to judge the line you'll take, the correct speed to maintain and the gear choice you'll need when exiting. If the corner is blind and you can't see the apex or exit, err on the side of caution and carry less speed into the turn.

Braking should be done before you enter the turn, so scrub any excess speed off in advance. Applying the brakes will reduce the grip your [tires](#) have on the road. Apply force gradually and evenly, and avoid hard braking.

In wet conditions, you need to enter the corner at a much slower speed and you'll need to be even gentler with your brakes. This means in order to enter at the correct speed you'll need to start braking up to three times earlier in terms of distance, particularly if there's surface water.

When choosing a line, you should be attempting to take the straightest possible. This will be the most efficient way through the corner and also ensure you have the maximum traction on the road. A good approach is to start wide then lean into the apex of the turn.

Remember you only have one half of the road to play with, so make sure you don't leave your lane, and try and avoid potholes and painted lines.

As you enter the corner, stop pedaling, drop your outside pedal to the 6 o'clock position and push your weight through it. This provides greater traction for the tire's and prevents your inner pedal clipping the tarmac as you lean into the corner.

#### Cornering: execution phase

If you've set up your entry phase correctly, then the execution phase will run smoothly. It starts as soon as you begin to lean your bike into the apex of the corner.

Keep looking ahead at your chosen line, following it to the exit of the turn, and keep your weight pressed down on the outside pedal.

If you are on the drops, flatten your back and forearms as this will lower your center of mass and give you greater stability. You may find that your weight lifts off the saddle slightly and your arms push through the bars more.

You will ideally be off the brakes, but with your fingers resting lightly on the levers in case you do need to check your speed. Judging how fast you should go is not an exact science, so a small amount of braking can be applied if needed. This should be applied lightly through both the front and rear brakes.

#### Cornering: exit phase

As you begin to exit the corner, keep looking ahead up the road to ensure you spot and anticipate any obstacles or hazards.

Your bike will naturally want to straighten up, so you should try and take a wide line out of the corner while still staying safely within your lane on the road.

Avoid pedaling until the bike is fully upright to avoid accidentally clipping your inside pedal on the ground.



## HELMETS 101

Respectfully submitted by  
Ann Morrow

Bruce Buffington, helmet aficionado, demonstrates how NOT to wear a helmet. While he is rockin' the pink to be sure, we note that the helmet barely fits on his noggin. We are surprised at how well it covers his forehead. A guideline is to place two fingers between eyebrows and the helmet and, by golly, he can do that! A helmet should also be properly secured to one's head. This is one of thousands of helmets NW Bicycle Safety Council is placing and has placed on heads. This particular helmet is for a toddler.



Once again, NW Bicycle Safety Council thanks our partner in this endeavor, Portland Wheelmen Touring Club, for financial assistance.

## Welcome New Members

Lynne Casey  
John Francis  
Donald Fuegy  
Denisa Horwitz  
Joel Horwitz  
Zac Imboden  
Steven Kronzer  
Anne Single  
Noel Trask  
Dan Werle  
Ross Wrede  
Chris Yates



PWTC is looking for a volunteer to take over as Program Coordinator as Barry Emmerling will be finishing his stint soon. This is a fun job that mainly entails a lot of e-mailing to reach out to potential presenters, get them scheduled, and then send a follow up a few weeks before the meeting date. For anyone who may be interested in becoming the new Program Coordinator please feel free to contact Barry with any & all questions you may have ([bemrs@comcast.net](mailto:bemrs@comcast.net), cell: 503-318-9964). Barry is also glad to share additional tips along with a list of potential presenters, to make for an easy transition. Note: currently all of the presenter slots for 2018 are now filled, so the new person won't need to get anyone scheduled until next February. No technical expertise is needed - a volunteer has come forward to help with the projector, etc.

**Timothy  
Lake: The  
Back Way**

**7/1/18**



# Old West Scenic Bikeway Loaded Tour

Many thanks, to Benn Schonman for putting on an amazing 5 days loaded bike tour. A lot of careful planning and mindful consideration went into this organized load tour and it was evident that we had a great ride leader and group of willing participants to come together and have an epic time. It's no small undertaking for the ride leader either, so again I want to thank Benn for his leadership AND organization. This was a challenging 174-mile loop through remote rural Eastern Oregon. We started from Long Creek, Oregon and looped around through Monument, Dayville, Mount Vernon, and Kimberly, OR. We enjoyed visiting the John Day Fossil Beds National Monument and soaking in the Ritter Hot Springs to name a couple of highlights of our amazing journey. We couldn't have asked for better weather. Our very own VP Ashley Reynolds took a stab at it and killed it! She can't wait to do it again. It's was EPIC! Many of had planned in attending the Columbia Gorge Explorer loaded tour. Sadly, the gem of a tour was canceled due to the fires in the Gorge. Maybe next year we can try it again.

Respectfully submitted by,  
Kathy Hellem



Austin Café Blackberry  
Cobbler, Courtesy of Benn



Dayville Café Marion-  
berry Pie, Courtesy of  
Benn

# 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 2018 version Included a new finish line staging platform, which involved first year trial and error setup, delaying the announcing of Saturday first finishers. Metal finish line barricades were delivered to the wrong location of the park, which resulted in 6 pickup truck shuttles to get the barricades to the correct area of the park for efficient installation.

The weekend weather was a scorcher, with Saturday temps in the nineties and Sunday topping out at a triple digit 100 degrees! A good northerly tailwind helped the riders, but overall times seemed to be slower. Plenty of water bottles were consumed by both volunteers and return bus transportation riders, courtesy of PWTC.

This year's attendance was estimated at a total of 7200 riders with 1900 finishing on Saturday, down from last year's 8200.

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** for her dealing with Portland's ever changing permitting procedures in securing Holladay Park.

The Route Marking team of **Scott Poindexter** and **Dave McQuery**. These guys 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 3 trucks being efficiently loaded and dispatched to the University of Washington campus.

**Cindy Bernert-Coppola**, as Saturday Return Transportation team lead.

**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 for the second consecutive year, luggage identification coloring system.

**John Mardis** for his continued role as Bike Corral team lead.

**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**.

**Steve Price** as first time 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.

**Joan Cullen** and **Dave Ek** for the orderly return of all STP supplies back to the storage unit.

Thank you to the nearly 90 Wheelmen, friends and families that volunteered to fill the approximately 140 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 12 Skyview high school basketballers and coaches and the 17 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!





## Meet Rob Schroeder—Our New Road Captain and A Guy Who Loves Biking and Cooking!

### When did you begin biking and why? When did you join the PWTC and why??

I began biking at age 4 and have never stopped. As a kid I was racing through the yard and on the neighborhood streets. In late grade school and through high school I had a two speed Schwinn Corvette that I would drag race with other kids and ride to Silver Falls State Park for an overnighter, which was about 50 miles each way. While cars were the big thing in high school, I had my bike. I wasn't one of the more popular kids in school. I continued riding through college. As a working adult, my bike was my preferred commuter vehicle, particularly over the last 25 years, or so. During that period, I found that I liked endurance rides and did some centuries and the STP. I felt a sense of freedom on the bike that I couldn't get by another mode of transportation. I found the bike to be a remarkable stress reliever, it helped me clear my brain and organize my thoughts, and it was just plain fun.

I really think that I was a PWTC member in the 1980s, but dropped out because I didn't like being dropped and, although I was meeting friendly people on the rides, I didn't repeat them to cultivate friendships. Regardless, I have been a current member since '93 and spent almost the entire time, until about a year and a half ago watching from the sidelines through the Newsletter. I retired and decided that I should give PWTC ride schedule a try to sustain my biking, since commuting ended. I gave the West Hills Roller Coaster a try and was hooked. Now I have become more active in the Club, but feel I have a ways to go before I feel that I am giving as much I ultimately want to (maybe).

### How many miles do you typically ride in a year? Club rides, or independent rides??

This is a hard one, since I've never kept a mileage log. Guessing that it is in the 4,000 range for Club and non-club rides.

### You must have a favorite bike in your "stable." What bike is it, and how many others do you have?

I have three bikes in my stable. Definitely nothing too exotic.

1. A (approximately 2003) black aluminum Rocky Mountain "fast city bike" (whatever that means) that was my commuter and may become my loaded touring bike, if I head in that direction.
2. A 1989 red chromoly Trek 400, which is my backup road bike.
3. A black/red/white carbon Trek Madone 4.5, which is my primary road bike.

**My favorite?** Wow! It's between my 400 and Madone. Love them both for different reasons. The 400 is more durable, takes a licken and keeps on ticken, and has always been a better performing machine than it ever should have been. Low snoot factor. My Madone is faster (but not as much as one would think) and has more gear options, so a comfortable cadence is more achievable. Reluctantly, I would have to say that the Madone is my favorite, yet if I had to give one up, I would give up the Madone.

### What do you find most enjoyable about biking? Is there anything about the activity that you don't like??

Biking gives me a sense of freedom that other modes of transportation do not, a sense of achievement, and it clears my mind. I know that it is keeping me healthier than many of my peers, and my doctor concurs. I'll be real healthy, if it doesn't kill me.

**What don't I like?** How about homicidal motorists, brain dead pedestrians and suicidal cyclists. How about a car turning in front of me and striking it broadside? I got damaged, but you should have seen the dents that I put in that thing. Besides I got the Madone and a new helmet and a generous settlement out of it. How about crashing on black ice and breaking my body (Happy New Year to me!). A few Club members will remember that one.

### In addition to cycling, are there other "hobbies," interests or pursuits, that you engage in??

Primarily cooking. Love the kitchen, though biking seems to be getting in the way. What am I supposed to do about that?

### While we would all like to be biking full-time, unfortunately, we have to work to support this and other "habits." What kind of work did you do, or what do you currently do, in your "day job?"

"Work" is a did. I retired about a year and a half ago. I'm still adjusting. I was an architect and now I am an Architect Emeritus, a feel good title that means I can't practice unless I renew my license. That's not likely, since I have PWTC and my bike, and my cooking. Oh, and my wife, sons, grandkids, in-laws, friends, cats, house and yard, and other things.

### What is a surprising fact about you that your fellow Club members might find interesting.

How would I know? Someone else that knows me would have to figure this out. Oh, sorry, that sounds a bit defensive. Maybe there is something interesting in me. Huh. Wish that I knew what it was.



# MT Saint Helens Ride

Submitted by Rob Schroeder

On July 12, 2018 eleven riders starting in Toutle, Washington attempted to reach Mt. Saint Helens Johnston Ridge Observatory under clear skies and with the temperature around 80 degrees. After almost 43 miles (85 miles round trip) seven made it. This is an extraordinarily scenic must do ride with breathtaking views of the Toutle River and Mt. Saint Helens. This ride has wicked sustained



ascents with a total elevation gain of at least 6,240 feet. The descents are wicked, too. This took the whole day, leaving at 9:30 am and returning at 7:00 pm. This ride can be done quicker, but that gives you an idea. Plan for the whole day.



Also pictures from



George Ammerman



## Cove Palisades Camping Trip - August 24, 25 & 26

Explore some of the most scenic parts of the state on this three ride camping weekend in Central Oregon, Friday, Saturday, and Sunday August 25, 26, and 27. We will be staying at the Crooked River Campground at Cove Palisades State Park near Madras. All of the campsites have water and electricity at each site.



Fridays ride travels along Lake Billy Chinook, Round Butte Dam, and has a lunch stop in Madras. On Saturday we ride down to Smith Rocks State Park, with a lunch Stop in Terrabonne. Sundays ride goes out to Haystack Reservoir.

Make your own campground reservations at [1-800-452-5687](tel:1-800-452-5687) or at [oregonstateparks.org](http://oregonstateparks.org). Event headquarters is at campsite E31. If you aren't a camper you can book a motel in Madras, about 10 miles away. For more information contact Bud Rice, [503-667-0683](tel:503-667-0683) or at [bikebud@spiretech.com](mailto:bikebud@spiretech.com).

## CYCLE OREGON LITE : September 8, 9 and 10, 2018

I want to extend an invitation to all you to come and join us in Central Oregon the weekend after Labor Day. After a summer of riding you will be ready for these High Desert routes.

The September days in Central Oregon can be nippy in the early morning but invariably warm nicely as the day progresses. The traffic is sparse as summer tourists are back in school but it's still summer!

We'll head out from SunRiver on Saturday and ride to Elk Lake for lunch then up and around Mt. Bachelor. It's a nice metric century with a good climb between Elk Lake and Bachelor but then a blissful descent almost back to the start. I am usually able to provide a SAG vehicle that day to assist with carrying gear and providing a boost up the climb if needed.

Sunday we will ride out to Twin Lakes and your route can vary as it's an out and back. You can add or subtract mileage by altering your route.

On Monday we will explore the Twin Bridges Scenic Bikeway. You'll find the scenery to be quite different from the previous two days as we are out in the Juniper trees and rural terrain with Cascade views.

We've made a tradition of stopping at the McKay House for lunch before heading back across the mountain.

These are just club rides so find a place to stay and join us at the start locations. It's a great way to cap off your summer of riding.

I hope to see you in Central Oregon!

Ride Leaders Ann Morrow, 360.608.3173 or [anniedmor@gmail.com](mailto:anniedmor@gmail.com). Cindy Bernert-Coppola will be leading the Monday ride - 503.781.1822 or [cindybco@gmail.com](mailto:cindybco@gmail.com).



## STP 2018

Respectfully submitted by

Ann Morrow

As always, it's a huge relief to have STP (Seattle to Portland) in the rearview mirror. In many ways it's a lot of fun but it's a responsibility on many fronts, particularly with respect to the thousands of participants that roll through the Rose City relying on us.

And, as always, the Wheelpeople came through, bringing their talents and energy and ideas to this event. Corey Eng, who is designated as the Volunteer Coordinator but actually functions as the "Directeur Sportif" of all things STP, not only found people to fill slots but orchestrated everyone's' movements throughout the weekend.

It was a successful year from my vantage point. With something this big there are always little glitches and snafus. Many of the glitches and snafus that occur between Seattle and Portland are never known by us. Crashes, dehydration, overheating, undereating... we just don't know. Our little part of the event, from the Lewis and Clark Bridge into Holladay Park, went well.

I can tell you that there were about 7,200 riders with about 1,900 riding the 205 miles in just the one day. Anecdotally it seemed the one day riders came in a little later in the day which we attributed to the heat. Our own Scott Poindexter was a little off his double century time and he agreed the heat was a factor, especially during the second century. Cascade has done away with the timing chips, by the way, because many riders have their own apps to time their ride and Cascade does not want to promote the event as a race.

Of particular concern anymore is safety and an emergency plan at the finish line. To obtain a permit to close 11<sup>th</sup> Avenue between the park and the DoubleTree from PBOT we need to have a site plan that allows for an emergency. This is an achievable goal, and it must be achieved or we can't set up the finish line the way we have, but it requires extra thought and effort, especially with the "stage" at the intersection of 11<sup>th</sup> and Multnomah. There must be 11 feet of clearance for an emergency vehicle to get through and we must keep a 3 foot radius around the fire hydrant that is located there. It's a little tricky.

I'm happy to report that on Saturday a fire truck did come down Multnomah from the West with the intention of turning down 11<sup>th</sup> Avenue. The barricade blocking the street was moved out of the way in seconds by Dennis Hogan and myself. The city allows 30 seconds. It was a huge relief to accomplish that and know it would work.

I want to thank you all for stepping up and doing what you could on behalf of Portland Wheelmen. To those of you who spent a few hours with us, thank you for giving your time. To those who were in the Lloyd District Friday through Monday, thank you for giving your time. It takes all of us, doing what we can when we can to accomplish this huge undertaking. We needed all of you.

Thank you not only for performing certain tasks as necessary but for being your wonderful selves, cheering in the riders, being friendly and helpful and masking the frustration that we all felt sometimes when things don't run as smoothly as we would like.

We all contributed to the peloton, again with our Directeur Sportif (Corey) choreographing the attack. There was no drafting. We all had to pull our own weight. At some point or another I think we all had to hammer, and I don't think there were any DNF's (Did Not Finish). Another win for team PWTC.



# Quick Releases

A Monthly Bulletin of the  
Portland Wheelmen Touring Club

WE'RE ON THE  
WEB!

PWTC.COM

Check your membership expiration date.

Is it time to renew?

Online: <http://pwtc.com/>



## Ft Stevens Camp- ing Trip

