



Quick Releases

The Monthly Bulletin
Of the Portland Wheelmen Touring Club



February 2017 Vol XLVI No 2



Top Talk

By Chip Kyle , President

Well, once again the weather deities have not been kind to us. Record cold in Portland; extended snow on the ground and ice. It kept me off the bike for much of the first half of January. When I'm stuck indoors and get bored with riding the stationary trainer, I look for interesting articles pertaining to bikes. In case you missed them, here are several in the news of late concerning cycling achievements.

Under the topic "you are never too old" a Guinness World Record was just awarded to Lynnea Salvo who began riding from Oceanside, CA last August with the goal of being the **oldest female to ride across the country**. She arrived in Bethany Beach, DE on the Atlantic Ocean in late October. Her age: 67 years, 32 days. She was not riding simply to set a record, but for a cause - juvenile diabetes.

Again, under the topic "you are never too old" a 105 year old (yes, that's correct 105!!) Frenchman, Robert Marchand, set a **dis-**



Come to this month's club meeting to hear

Seth Von Gretlein,
Service Manager at Western
Bike Works
giving us a talk on bike tires.

Club Meeting

Date: Thursday, February 2, 2017

Time: 7:00 PM

**All Saints Episcopal
Church**

**4033 SE Woodstock Blvd
Portland OR 97202**

Board Meeting

Date: Monday, February 20, 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 cvkyle109@gmail.com

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distance record for his age group of completing 92 laps around a velodrome covering 14.1 miles. Will we still be riding at 105, or even be alive?

Under the topic “you can always go faster” Denise Mueller set the **woman’s speed record** on a bicycle at the Bonneville Salt Flats by a documented 147.75 mph! That’s not a typo! On each turn of the crank, her bike covered 125 feet. This coming September, she will try to set the overall speed record with a goal of reaching 175 mph.

Finally, under the topic “you are never too weird” Hank Van Weeldem of Edmonton, Canada has built a titanium frame, 18 speed, disc brake bike equipped with four, count them four, 5.5-

inch-wide Vee Snowshoe tires (tubeless; 2 psi) giving him an effective tread width of 11 inches. His goal: to ride from the South Pole to the Antarctic coast (why? because most people do it other way!). Oh incidentally, his bike weighs a mere 61 pounds. (Now add to that his trailer and the weight of all his frigid weather gear . . .)

As I write this in late January, the weather is becoming more tolerable and it’s time to be back on the bike. I hope to see you out there as well. Please ride safely!

Chip Kyle



So what’s going on with the new website?

by Cindy Bernert-Coppola

The website development committee (Alan Coppola, Cindy Bernert-Coppola, and Mark Hartel) was asked to give an update on the upcoming new website. As you may recall, the Board approved a proposal from Robert Parker, Yamiko LLC, to update our existing site about a year ago. The committee was comfortable using Robert as he had worked for the company that originally created our site.

Reasons for Change

The main reason for the update is to make the site responsive. Most people are viewing our site on a smart phone or tablet and need the content to adjust to the size screen being used.

Another reason is that the version of Drupal, the soft-

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(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>

ware used to create the site, has not been updated to the newest version and our version is no longer being supported.

A third is that the old site was created in 2010 and fonts/styles are outdated. Since the website is now the public face of the Club, we needed a new look.

A fourth is to add new features to the membership database.

The committee met with Robert before the proposal was presented to



give a scope to the project. It was decided that, instead of updating to a new version of Drupal, we would develop the new site in Wordpress, a more widely used and easier to manage web development software.

Ride Calendar

Mark Hartel has primarily been working on the ride calendar. He familiarized himself with Wordpress and has been a real asset to the process. He says to expect the following improvements.

New responsive design allows the ride calendar and posted rides to be viewed easily using a smartphone. No more horizontal scrolling or zooming required.

Addition of Ride Templates allows the road committee to easily create, manage, and schedule repeating rides.

Addition of Ride Maps allows the efficient organization of our extensive collection of scanned paper maps. Easy attachment of these maps to posted rides is supported. In addition to paper maps, URL links to third-party mapping sites (such as Map My Ride) may also be used.

You'll also see these cool additions:

Ride leader(s) photos to the right of the ride description

Roll over descriptions of what ride attributes mean, e.g., "Non-Group," when you hover over the term, a pop up gives you the definition

Progress

The test site has been developed and the majority of static pages have been recreated.

The membership module that we are using, CiviCRM, has been plugged into the Wordpress site.

Membership data is being migrated to the new site and tested.

The entry of rides is being tested.

By the time this article is printed, we should have released the Beta version to the PWTC Board for testing. Once the bugs are worked out, the site will be released.

Spotlight on Safety

by Bill Hamilton

Steel

For those of you who have never crashed on railroad tracks, I assure you it is easy to do and happens very quickly. Even knowing this, I went down on a set of RR tracks a couple of years ago. No broken bones, but huge bruises on my shoulder, hip and thigh. And it hurt. An incident happened to one of our riders recently where he went down whilst crossing a set of railroad tracks, suffering a major shoulder separation and that's what prompted this column.

Here is that riders account of the crash:
"It was a split second poor de-

cision on my part. We were riding west on Wilkesboro which has railroad tracks crossing the road at a fine angle. I've crossed those tracks without problems many times, but always swing wide so I can cross them at close to a right angle. This day was wet, and as I got close to the tracks I noticed several cars coming up behind me. I should have stopped, let the cars pass then swung wide and crossed the tracks at a right angle, but I didn't. Instead I decided to swing wide just a little and cross the tracks at what I thought was going to be a large enough angle. It wasn't. My tires slipped on the wet tracks and/or dropped in the channel next to the track and I went down. I should have known better and not taken the chance.

Looking back on things, I think I have also been getting complacent about riding over all wet metal in the road, not just tracks, but also man hole covers and drain grates and other such things. Wet smooth steel is slippery. I hope I've learned my lesson."

The rider will be off his bike for many months, and will require physical therapy to rehab his shoulder. He sums up the problem very well - "Wet smooth steel is slippery." Whenever you're crossing RR tracks, make sure you cross them at as close to a right angle as possible. Even if things seem dry, the tracks can be slippery.

"Let's be safe out there"

YOUR CLUB AT WORK

Portland Wheelmen Activities

Respectfully submitted by
Ann Morrow
Vice President (again!)

A new year and a new cycling season coming our way. As a club that has a ride every day, the "high season" can be difficult to distinguish from the off season sometimes. But a close examination shows more rides in the drier, warmer months. As I write this there is lots of snow on the ground and most rides from PWTC and our neighboring Vancouver Bicycle Club have been canceled in the interest of safe riding. When has such a long stretch of canceled rides ever occurred?

Let's look to the future - 2017. As an active, viable club we have certain events and activities that prove to be successful and important on a year to year basis. First up will be our own main event, PIONEER CENTURY. It will be on Saturday, June 3. We'll be hoping for more temperate conditions this year so our SAG drivers can sit by the side of the road and sip cold drinks instead of scurrying around and rescuing multiple riders with heat exhaustion! As a club member please participate. Ride! Please don't forsake your training plans or goals. If you want to ride the PIONEER you have our blessings. However, if you don't plan to ride or plan to ride the shorter route, please include volunteering in your plans for June 3. This is how our club raises money for ourselves and for our community. It's the first of two opportunities we use as fund raisers. Volunteers are always needed.

01/05 Thursday Morning Triple Challenge



At this time no contract is signed with Cascade Bicycle Club but volunteers are already at work on the Seattle to Portland (STP) Finish Line on July 15 & 16. This is normal! Holiday Park must be reserved early on. PBOT has been notified of our anticipated closure of 11th Avenue. We're on the job and moving forward. As with the PIONEER, ride STP in 2017 if that's your desire. If not, this is a huge undertaking for our club and our second of 2 opportunities to raise money for PWTC and our community. Volunteers are needed on both Saturday and Sunday for multiple positions.

Finally, what summer would be complete without a picnic. Typically the PWTC annual PICNIC is the first Sunday of August. However, that conflicts with the San Juan Island cycling trip. So the picnic is August 13. Details will be worked out but it will probably look a lot like 2016's picnic: bicycle rides, catered

meal, raffle prizes.

Mark your calendars now with these important dates: June 3 - PIONEER, July 15 & 16 - STP and August 13- PICNIC. We want to see you at each and every event!

By the way, if you can help out for PIONEER and/or STP contact Corey Eng at [503.641.2971](tel:503.641.2971) or coreybike@comcast.net. He will no doubt be at club meetings with information regarding open volunteer positions. Stop by and see how you can help.



Pictures, articles, comments or suggestions? Send it to:
pwtc.qr@gmail.com

REACH THE BEACH 2017

Respectfully submitted by
Ann Morrow

Reach the Beach! What a great name for a ride. What a fun idea. It's a multi-route bike ride put on by the Oregon branch of the American Lung Association. It's called a charity ride as the riders pay a fee to do the ride and pledge a sum of money to support the charity. Win, win, right?

Riders can start in Portland for 104 miles, Newberg for 80 miles, Amity for 55 miles or Grand Ronde for 26 miles of pedaling. It's a popular ride and is on May 20 this year. Many Wheelmen have done the ride or even do it frequently. The routes take participants to Pacific City then riders can stay at the coast (the Beach they just reached) or have someone come get them or ALA provides a bus ride back to the starting location.

Charity rides often draw novice riders. People embrace the cause - Lung Cancer, Multiple Sclerosis, Cystic Fibrosis, etc. - and want to help out by raising some money to help fight the disease. Noble causes all. But as we cyclists know, noble causes do not make for a fun ride if you don't prepare.

That's where the Wheelmen come in. PWTC has been offering Reach the Beach (RtB) training rides for several years. There are a core group of routes that progress in distance and difficulty to ready a cyclist for the century. In recent years, Dick Weber and Scott Poindexter have been taking a lead by getting these rides on our schedule and leading them. Last year both Kathleen Hellem and Kimberly Morehead saw a need and stepped up to assist.

So, although Dick and Scott do a great job with this series, how can we make it better? How can we use this opportunity to draw some of these RtB riders to PWTC? We're going to try.

One issue is that not all RtB cyclists want to ride the full 100 mile route. They want to start in Amity or Newberg. So I've reached out to some of our regular ride leaders and asked them to just do a regular ride that they often do, add "Reach the Beach Training Ride" to the name of it and, if possible, put it on the schedule on a Sunday. Another issue has been that all the RTB training rides are on Saturdays. I'm having good responses and we should have a nice offering of rides for those aiming for the shorter distances.



I encourage all PWTC members to join in on any or all of these rides. Lend a hand, be welcoming, encourage and gently guide new riders. Talk up our club. We can have a web site, a Facebook page, fliers and brochures but the BEST way to draw in new members is with that personal touch, a one on one conversation, a verbal plug for PWTC. Please reach out to new people.

And how can we benefit our own ride, PIONEER CENTURY, with this series? The problem is that RtB is May 20 and our Pioneer is June 3. So Pioneer can't be a "training" ride. Let's encourage them to parlay that fitness they worked so hard for into another ride - our PIONEER. I'm trying to figure out a way to offer a few free passes to PIONEER to some of the RtB participants. For example, they do 8 rides out of our total offering and get entered into a raffle for a free Pioneer pass. We'll give away 5 or so. Those winners will bring their team, their friends, their family - right? Any other ideas?

Please come out for these rides when you can and promote cycling and our club. Maybe you can help out on some of the Saturday rides by staying with a slower group or helping out by leading a group on a shorter version of the route. If you would like to lead a RtB training ride please check the ride calendar and fill in on a Sunday where you see a need.

Thank you.

Member Mirror: Pat McManus & Richard Miselis

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

Pat: My early summers were spent on Fire Island, NY, where the only way to get around was and still is by either foot or by bike. Since walking is too slow for a kid to get

places, I grew up using a bike as my means of transportation. Then in my 20s I started riding long distance. My first long distance ride was 140 miles over 2 days, from Camden NJ to Long Beach Island and back. Having children introduced a mix of interests, including skiing, which sustained my love of speed into my 50s, but rehab after a 2006 skiing accident required stationary bicycling. That led to a rekindling of bicycling and consequently my current cycling addiction. Richard and I joined PWTC in 2012. We saw the club as a way to make friends, learn more about bicycling in Portland, and to help train for longer rides.

Richard: Like many people I rode bikes as a kid and drifted away from biking after elementary school. I returned to biking in graduate school in Philly where I commuted by bike. I had many notable experiences: got both wheels caught in trolley tracks on Baltimore Ave, my pet puppy dog puked on the back of my neck while carrying him home from school in my backpack and 3 of my bikes were stolen. After losing the third bike I gave up and didn't resume again until I was fifty years old. I got a Cannondale, CAAD2, D-frame, mountain bike and the

and the first day out I fell and broke the humerus bone of my upper right arm. One year later, on the same bike, I went over the handlebars while racing through the woods on a trail paralleling Wissahickon Creek in Philly, broke my left collarbone and cracked four ribs. I

was on my bike again in four weeks. I kinda shifted to road biking when a good friend invited me along on some event rides and have pretty much stuck to road biking. I joined the PWTC along with Pat in 2012. I really like the weekly rides for maintaining fitness and meeting folks.

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

We ride about 2,000-3,000 miles/year, with about 1/2 of those miles within the club. We like to do event rides and week long bike rides outside the club. In July 2017 we will cycle the Icefields Parkway in the Canadian Rockies.

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

Pat: My current favorite is a Liv (Giant) Avail, 2016 model. It is nicely geared for mountain passes (11-gear cassette) and has disk brakes. I also have a Bike Friday for travel and a Trek 520 touring bike that is currently most-

ly hauling groceries.

Richard: In the year 2000 I got a second hand Seven, Axion model from a bike shop owner who had all the same body dimensions I had except for weight (I was heavier). It's a titanium bike, light as heck, and rides beautifully. I've had it, now, 17 years and don't think I'll ever need a new road bike. I also have a Bike Friday for certain trips we travel on and still have that D-frame Cannondale bike (it's at our son's house in Philly) and a Cannondale Scalpel with a Lefty fork (don't ride it that often). I had gotten a touring bike but gave it to my son-in-law a while back.

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

Pat: I love going fast (even if my 'fast' is slower than others), getting there on my own power, how quiet cycling is, long climbs, and long descents (if not too steep). I hate strong headwinds!

Richard: I love the adventure of



biking, especially on our week long trips which have taken us around the country and to Europe and Central America. This will continue. And, of course, I love the club rides for the wonderful

Member Mirror: Cont.

people I get to ride with and the training it provides. I don't like falling and breaking bones.

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

Pat: Since I retired, I work on 'stuff' around the house, volunteer as a Bike Ambassador for PBOT, cook, garden, and read a bit, and travel. I am also learning to speak Spanish.

Richard: I fly fish and have gotten into steelheading with my son. I use to go bone fishing in the Bahamas and did it over 13-14 years. I ski and have skied all my life, I also use to rock and mountain climb.. I love to read but mostly my alternative hobby is woodworking, which I have done since college. I have a big shop in NE Portland and recently acquired a big CNC machine (computer controlled router) which requires CAD-CAM software. It's a challenge to learn the programming and machine operation but it is fun and I love it. I've made cutting boards, stools, signs, glue racks and many odds and ends.

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?"

Pat: I am a retired veterinarian. My specialty was Pathology, which allowed me to 'see' about 35-40 animals/day via a microscope. I saw mostly cats and dogs, but also occasional horses, livestock, pocket pets, and zoo animals.

Richard: I was a neuroscientist and did brain research all my professional life as a Professor and teacher at the University of Pennsylvania. I trained veterinary students, graduate students and undergraduates as well as post-docs and faculty on sabbatical leaves.

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

Pat: My favorite direction to travel is northward - Alaska (3x) and Canada (countless times). We are way overdue for another trip to Alaska!

Richard: I don't keep secrets well. So, if you get together, you'll find that

there is a collective knowledge base about all of me scattered through the club.



Road Captain News

By Bill Hamilton

As I begin my term as Road Captain, there are a few points I'd like to cover regarding ride scheduling.

First, we have implemented a new email address for the Road Captains. That email address is RoadCaptain@pwtc.com. The nice feature here is that this address forwards all email sent to it to both road captains, Patrick Cecil and me. This address will stay the same when road captains change, we'll simply change the forwarding to the new person. So, from now on, you only need one address to send rides to: roadcaptain@pwtc.com.

Second, I'd like to begin recruiting new ride leaders. We have a great core group of ride leaders, but new leaders are always encouraged and welcome. Being a ride leader isn't hard or complicated. You don't have to be a fast rider or climb big hills. Any ride that you like is a ride others would probably like. If you're interested in learning more about being a ride leader, please contact me or any of the other ride leaders and we'll walk you through the steps.

Third, we need more Sunday rides. Of late, there have been fewer and fewer Sunday rides. The Sunday rides that I and others lead are usually well attended, so there is a demand for Sunday rides. It's a pretty lopsided calendar with 6 rides on Saturday and no ride on Sunday. So, if you can, please schedule rides on Sunday.





01/01 President's Ride



12/31 Last Day of the Year Ride

Welcome New Members

Dennis Alleman
 Andreas Mantzke
 Scott McCollum
 Devin Minnich
 Brian Willms



West/Eastward Loaded Tour

June 26 - July 1

West/Eastward Loaded Tour begins MONDAY, June 26 with a 9:30 a.m group rendezvous at Hillsboro's Manaia Coffee House (203 E. Main) near the end of the Max Blue Line for "second breakfast" to fuel up for a ride of 40 miles through Banks and Vernonia for lunch then onward to Big Eddy, a no reservation Columbia County campground on the Nehalem River.

Early TUESDAY at 7:30 a.m. we start a 60 mile day sadly without "second breakfast" on the scenic Nehalem River Highway (Hwy 202) into Clatsop State Forest to Youngs River Road through Warrenton to camp at Fort Stevens State Park's Hiker/Biker.

After an exploration of the Clatsop Spit on Jeffy road at 7:30 a.m. Wednesday's "Second Breakfast" awaits us in Astoria. We will travel highway 101 and across the famous Astoria Megler Bridge to Ilwaco and to camp at Cape Disappointment Park's Hiker/Biker. This short 30 mile day loaded might include an unload exploration of Long Beach Peninsula bike trail and/or roads.

THURSDAY 7:30 a.m. we travel north on Hwy101 along infamous for kayakers Willapa Bay then turn back southeast on Naselle River Road to "second breakfast" at Naselle (we hope). We head east on Hwy 4 to Skamokawa (a no reservation county park on the Columbia River) for a total mileage of 50 miles.

FRIDAY at 7:30 a.m we follow the Columbia to Cathlamet for "second breakfast" before we cross for a ride-around Puget Island and our boarding of the new ferry to Westport. We'll navigate some country roads to Rainier's non-reservation Hudson-Parcher County Park for camping after a 40+ mile trek.

July 1, SATURDAY may have two optional routes but both certainly with "second breakfast" (1) a quicker, flatter highway 30 to Portland for 50 miles (2) a slower, hilly and longer route through the country roads to St.Helens before joining highway 30 to Portland.

Costs will include your camping each night at approximately \$10.00 plus "second breakfast" that has become our tradition on loaded tours.

Ride Leaders: Don Spencer (donaldwspencer@gmail.com)
John Burkhardt (jhburkh@hotmail.com)



Steens Mt. Scenic Loaded Tour

September 5 - 11

Steens Mt. rises in a long ridge more than 5000 feet above the desert floor with awesome sunrises and sunsets for willing wilderness campers. To enjoy Tuesday's sunset cars leaved Portland Sept 5 at 7:00 a.m.for "second breakfast" in Madras. Our destination will be the top Steens Mt. for a night of car-camping without services. On the drive up we'll assess the condition of the gravel road to determine the possibility of a morning descent on our bikes.

On Wednesday, Sept 6, after a majestic sunrise we hopefully will descend 20+ miles on unloaded bikes for "second breakfast" at rustic Frenchglen Hotel. John claims the blueberry pancakes were some the best I've ever eaten.

With loaded bikes (leave cars at Hotel) we'll ride Catlow Valley Road for 50 miles to Fields where a cafe, groceries, and motel rooms (reservation) and/or camping await.

"First Breakfast" at the Field's cafe or your stove begins Thursday, Sept. 7. Stock up (No "second breakfast" today) on supplies for two days as we then travel 40 miles of the pavement then hard packed gravel of the Fields-Denio Road thru Andrews (the old school houses a world famous desert artist) to Alford Hot Springs for a \$5.00 soak. Destination Mann Lake campground.

Sadly no "second breakfast" on Friday, Sept 8 as we follow Fields-Denio Road to Hwy 72 (Steens Highway) into Crane's cafe/grocery and finalize the 70 mile day with a soak (\$??) at Crystal Springs Hot Springs and camping.

"Second Breakfast" will happen after a 28 miler into Burns on Saturday, Sept 9. Then we'll head 23 miles on Hwy 205 to camp at Narrows and an unloaded gravel road ride of 18 miles round-trip to the Malheur National Wildlife Refuge Headquarters.

From Narrows on Sunday, Sept. 10 we travel 35 miles directly to Frenchglen for "second breakfast" or add a 30 mile round trip to the famous Diamond Hotel for "second breakfast". After retrieving the cars, we return to Crystal Springs for another (\$??) soak and camping

Monday, Sept 11 Drive home by way of John Day or Bend

Costs: Hot Springs (\$30?), Camping (\$60?), "Second Breakfasts," (\$????) Travel (riders split gas cost about 40 gals at \$2.30 gal for approximately 750 miles; drivers pay other the car expenses.

Considerations: Nights and early mornings in Sept. can be cold.

We start peddling each day before 7:30 a.m.

Some travel will be on gravel roads of unknown condition until we arrive therefore new tires and a spare recommended.

Ride Leaders: Don Spencer (donaldwspencer@gmail.com)
John Burkhardt (jhburkh@hotmail.com)

The Bullards Beach Weekend

July 28-30 2017



Journey to the southern Oregon coast this summer for three days of riding in places that you don't often see. Dates are July 28, 29 and 30. The rides will be starting at Bullards Beach State Park, 2 miles north of Bandon, OR. Friday morning's ride takes a loop south of Bandon, with a lunch stop in town, and has multiple distances from 25 to 40 miles. Saturday's 45 mile ride goes up to the town of Coquille on one road and returns on another. On Sunday we ride east and north and return on roads through Bandon Dunes Golf Course. This is a 26 mile route with shorter options.

This is a camping weekend. Make your own campground reservations at [1-800-452-5687](tel:1-800-452-5687) or at oregonstateparks.org. If you aren't a camper you can still enjoy the rides. Bandon, OR., with many motels, is just 2 miles south of the park. Each campsite at Bullards Beach has water and electricity. Oregon State Parks fill up very quickly so book your space ASAP. Event headquarters is at campsite C55. For more information contact Bud Rice at [503-667-0683](tel:503-667-0683) or at bikebud@spiretech.com.



Idaho Tour

August 27-31, 2017

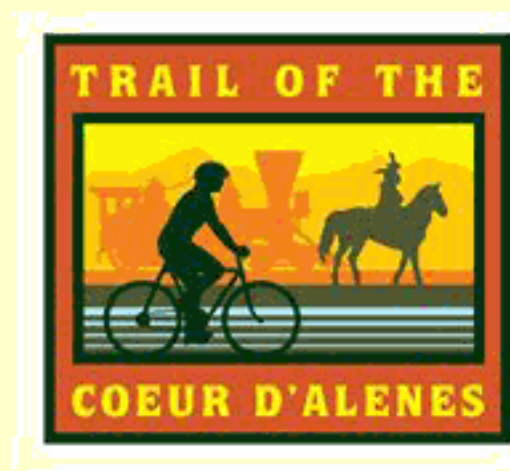
The Idaho Tour is on again for 2017. The dates will be Sunday, August 27 through Thursday, August 31. There are three days of riding on the Trail of the Coeur d'Alene with a fourth optional day on the Route of the Hiawatha. The Coeur d'Alene is a paved rails to trails, 75 miles long, that runs across the northern Idaho panhandle. We ride it in both directions. The Hiawatha is a 17 mile, gravel, rails to trails that goes through 9 tunnels and across 8 tall trestles.

This is not a camping event. We will be staying in motels for four nights. The trip starts in Wallace, Idaho on Sunday, August 27. On Monday, August 28 we ride 50 miles down to Harrison, Idaho, on the bank of Lake Coeur d'Alene, where we stay for 2 nights. On Tuesday, August 29 we ride 35 miles round trip to Plummer, Idaho for lunch. On Wednesday, August 30 we ride the 50 miles back to Wal-

lace. Thursday, August 31 is the optional ride on the Hiawatha.



Cost for the trip is \$280.00 per person. There is no sag for the trip. You need to carry enough with you for two nights in a motel. You also need to sign up with a roommate. For more information contact Bud Rice at [503-667-0683](tel:503-667-0683) or bikebud@spiretech.com.



Reserve Now for Your Spot on the San Juan Island trip – August 6-10, 2017

by Cindy Bernert-Coppola

After organizing and leading this trip for many years, Bud Rice has passed the baton to me and to Ann Morrow for 2017. Although we can't hold a candle to his amazing organizational skills, he has promised the share his wealth of knowledge, and we'll do our best!

Reservations have been made for a group campsite on San Juan Island at the Lakedale Resort and Campground. Most folks will leave their car at the marina in Anacortes and bike to the ferry. We will, however, need at least three people to volunteer their vehicle (preferably a truck or van) to ferry our gear to the campground. If you are one of the vehicle owners, you will be reimbursed for the ferry crossing fee.

The itinerary is roughly as follows:

Sunday, August 6: Meet at the marina and transfer your camping equipment to one of the drivers. Bike to the ferry landing (just a few miles) and take the ferry to San Juan Island.

Arrive at Friday Harbor and bike approximately 4.5 miles from the ferry landing to the campground

Monday, August 7: Enjoy pedaling around San Juan Island, including scenic Roche Harbor and the lavender fields.

Tuesday, August 8: Board the ferry to Orcas Island and follow one of several maps either just into town or on to Moran State Park and up Mt. Constitution. Ferry back to San Juan Island.

Wednesday, August 9: Board the ferry to Lopez Island and follow one of the maps ending at Lopez Village and a great bakery (if it's open) or another eating establishment.

Thursday, August 10: Pack up your equipment & bike to the ferry landing for the return to Anacortes. Meet at the marina and transfer your belongings from one of the vehicles to your car and head home.

The cost per person for the trip will be \$60/person to cover campsite fees, ferry crossing fees for the three vehicles, and a little extra for shared campsite items. We are limited to 25 people for the shared campsite. To reserve your spot, send a 50% down payment to Ann Morrow at 13207 NE 2nd Ct, Vancouver, WA 98685.

Additional expenses to plan for will be your passenger+bike ferry fee (a one-time round-trip fare which includes inter-island trips), food (eating out or cooking at the campground), and showers.

Questions? Contact Cindy Bernert-Coppola, cindybco@gmail.com, or Ann Morrow, anniedmor@gmail.com.



RIDING IN TUCSON 2017

Tired of the rain? Yearn for those days of summer when you could ride with just a jersey and shorts ... not all the rain gear, booties, heavy gloves etc?

Once again, there is an opportunity to ride for any PWTC members who can get to Tucson, AZ, this spring anytime between January and May.

As many of you know, there is wonderful weather and bicycling during the winter and spring in Tucson. Tucson is a superb city for cycling with wide bike lanes on the main roads, over 100 miles of bike paths, a national Park filled with majestic saguaro cactus at the edge of town, Mount Lemon with its significant climb and many other routes.

You are encouraged to contact Roger Harris for more information at 503-341-6385, or rhc2815@gmail.com.



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Monday
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