



JOE COSLEY

# Pancake Ride

WHITEFISH, MT

Version 5.4 5/2021

Make sure you have the latest updated Rider's Packet, first version was 5.0. I apologize in advance for any typos.

**MONTANA MIXED EPIC, CURIOUS?** Click [HERE](#)

Welcome to the 5th edition of the Joe Cosley Pancake Ride, July 10, 2021.

This year's ride is limited to 50 online registrations. The total threshold of the ride is 74. Several folks were unable to make the ride last year, for reasons beyond their control. So, I'm saving the extra spots for them. I'll open up any unused spots at some point, so if you put yourself on the wait list, there is a good chance folks at the top of the list will get in.

You can register [HERE](#)

Registration refund? No refunds. The JCPR takes a bit of an upfront financial commitment. The JCPR doesn't ask sponsors for monetary compensation for operating cost. The ride is entirely rider supported. The only free product the JCPR receives are the Women's prizes from Lauren Oscilowski of [SPOTTED BEAR SPIRITS](#) and the men's prizes from Victoria and Nick Lee of [GLACIER DISTILLING](#). Oh, mustn't forget Maggie and Cole Schneider for the excellent Joe Cosley India Pale Lager from [KALISPELL BREWING COMPANY](#). Everything else you receive at the JCPR is bought and paid for with your participation fee. Anything left over goes to the not for Profit Abbie Shelter. The folks that put on the JCPR do not profit financially from the ride.

The wild card is what's going to happen with the Corona Virus Pandemic. Impossible to make any predictions there. Limited participation numbers and having the ride out at the [TREGO PUB AND GENERAL STORE](#) made the ride possible in 2020. We will do the same for 2021.

Read this packet thoroughly, as it contains all the information you will need to get through the JCPR. Any questions? Feel free to reach out at, [joe@pancakeride.com](mailto:joe@pancakeride.com)

As you may know, the ride theme and route changes every year.

This year the theme will recognize all of the folks that have helped make the JCPR what it has become over the years. Stay tuned for some fun stuff with the help of David Downing of [OVID NINE GRAPHICS LAB](#)

This year's route explores the northern section of the Whitefish Range, utilizing 50 miles of the Great Divide Route, along with a few other notable hidden tracks. Over the past 5 versions, the JCPR will have

managed to cover over 700 miles of dirt roads in the north west corner of Montana, never riding the same loop twice, covering every aspect of the compass. This years route is definitely one of the premiere (there's that word "premiere" again) loops in the Whitefish Range.

If you are traveling from out of town, and are looking for a place to park it for a few days, I would highly recommend the [WHITEFISH BIKE RETREAT](#), your host Cricket Butler will take great care of you. It's about 30 minutes from the WBR to the Trego Pub and General Store.

For 2021 the JCPR will use the Trego Pub and General Store for its home base for the weekend. It's about a 43 mile drive north of Whitefish. The pub is a great place with a huge lawn, great views of the Whitefish Range, outside deck, bar, restaurant, and general store. Plenty of room to social distance for a 100+ people.

Lani and Todd Swain, owners of the [TREGO PUB and GENERAL STORE](#) offered onsite camping last year and will do so again this year. Between the JCPR support crew, riders and family, there were about 60 people and 30 vehicles that camped out last year. And there is room for lots more. There will be port-a-potties onsite. The Pub is open for lunch and dinner. Camping is \$10.00 per vehicle/tent, per night.

I will send out and post a parking and camping map. Please don't park in the main Trego Pub parking lot, don't park out along the street and don't park in the adjacent Postal Service lot. Spots are on a first come first serve basis, there's plenty room even if you show up late.

Yes, we do serve pancakes at the Joe Cosley Pancake Ride! Pre ride morning pancakes and coffee from [BLACK COFFEE ROASTING](#) from Missoula Montana.

We've also never run out of beer, so don't worry about those "two beer" clauses with other rides. [KALISPELL BREWING COMPANY](#) has always been more than generous with supplying their seasonal Joe Cosly India Pale Lager, brewed special for the JCPR.

The following folks have been instrumental in helping the JCPR in numerous ways with in-kind donations, participant give-a-ways and bikes to ride while out exploring routes for the JCPR. [ESKER CYCLES](#) [TERRENE TIRES](#) [ASTRAL by ROLF PRIMA](#) [LAKE CYCLING](#) [OVID NINE CREATIVE LABS](#) [SKRATCH LABS](#)

Besides the JCPR being Montana's [PREMIERE](#) Gravel Event since 2017. It's also been the Montana State Gravel Championships. Overall women's and men's winners along with the newly crowned women's and men's Montana Gravel Champions, receive spirits from [SPOTTED BEAR SPIRITS](#) and [GLACIER DISTILLING](#) respectively.

There will be two route options this year, sharing the same main loop. This years route is strictly a mixed road surface affair (no single track) and no hike-a-biking. The long route will cover somewhere in the neighborhood of 115 miles with about 11k of climbing and descending, while the short course rolls out to be about 90 miles with 7k of climbing and descending. Both routes share the same main loop and aid stations. The long route includes a spur leg up to the top to the Mt. Marston Lookout. The Mt. Marston leg adds a bit over 20 miles and close to 4000' in elevation gain and loss.

The short loop is a bit longer than last years, there is no way to make it shorter. That being said, if you've never ridden this distance, I think it would be a very manageable goal to achieve. The climbs are spread throughout the route. The aid stations are at key points, and stocked with whiskey. There's plenty of water along the course. If your feeling thirsty around mile 80, you can always stop in at [H.A. BREWING CO.](#) for a short break and one of their award winning beers.

The shared loop that the route utilizes could be one of the best loop rides in the Whitefish Range. You cover 50 miles of the Great Divide route, perhaps take in some of the best panoramas of the Crown Of The Continent ( the north half of Glacier National Park) visit a historic cabin along the North Fork of the Flathead River, coast down 7 miles of sublime single lane tarmac (after 70 miles of dirt), and cross the Whitefish Divide twice.

Several versions of the JCPR tested your melatonin levels with 12, 4 and 5 AM starts. Great to watch the sun rise while riding your bike, but for 2021 you can sleep in a bit. With the 7:00AM\* start time, this should get everyone back to the Pub before it gets dark. Civil Twilight-5:08 am, Daylight-5:41 am — 9:33 pm, and Civil Twilight-10:12 pm. That gives you about 16 hours to finish the long and short courses before it gets dark.

\* There will be an early start time of 6AM offered if you would like an extra hour of assurance in making the long course aid station within the time limit. Short course folks are also welcome to start early. There are no other alternative start times.

The long course will have a cut-off time at the first aid station, mile 48. Cutoff time will be 1:00 pm, so you'll need to maintain 7.0 mph average to continue forward. The cut-off time will be strictly enforced. If you fall outside of the cut-off time, you will not be allowed to continue forward as part of the JCPR. There is no sag support for the JCPR, if you fall outside the time limit at the aid station you are responsible to get yourself back to the Trego Pub.

Short course has no cut off times.

Make sure you upload the route files in the appropriate format before you leave home for the ride and they work on your device. There is no cell or internet service at the start. This will be your only means of navigating the course. The route utilizes First and Secondary Forest Service, State Lands and County Roads, all suitable for 2 wheel drive traffic. Not all roads and intersections are signed as some of the routes travel through semi remote areas. The route file you will receive, is 100% accurate as it is compiled from actual bike rides of the route. The route is easily identifiable, and there is no guess work at any intersections. It's either a left or a right.

I have created a Ride With GPS Event account. [JOE COSLEY PANCAKE RIDE EVENT PAGE](#), You can view the 2021 routes there. You will need to have a RWGPS account to view and download the event routes.

I have also started to catalogue routes from the last several decades of exploring [GRAVEL ROUTES IN THE LAST BEST PLACE, ALL UNDER THE BIG SKY](#) in the northwest corner of Montana, there's about 40 routes, and I have another couple dozen or so to add. These are routes, with no ride data, so they are easy to download and then upload into your GPS device. Please do your due diligence when selecting a route to ride. Conditions vary, so be responsible and well prepared for your chosen ride. Link to the route page (you will need an account to view and download) - Feel free to share the link with whomever.

Both routes start and finish at the Trego Pub utilizing a loop format. There will be water, hydration drink, energy bars at the aid stations. Plus a good selection of salty snacks, fig bars, pepperoni sticks and a large selection of beverages. There will be enough variety and volume to get you through the whole ride, you just need enough calories to get you to the first aid station. Both short and long routes have a water only, top-off at mile 13/30, and fully stocked aid stations at miles 30/39 and 48/67, respectively.

You can be a bag person and carry an excessive amount of food, but I am serious when I tell you that the aid stations will have everything you need, calorie wise to get you through the ride.

**You will need to purchase a Power Ball ticket with a Power Play on route at the local Conoco Station. Tickets are \$3.00, *cash only* (you can't buy lottery tickets using a debit and or credit card). If you fail to purchase a ticket, you will be disqualified. Any winning tickets producing \$ will in part go to the supported Non Profit, this year that would be the Abbie Shelter, and to support upcoming JCPR'S in the future. For the long course this is at mile 108 and the short course at 84.**

Water - Aid Stations will have enough to fill up your bottles. You will need to supplement your hydration needs between the aid stations. Water sources will be marked on the gps route files as a POI's. Water is from natural sources, so it's your choice to filter or not. There are several natural springs that come in from the up hill sides of the roads on the route (generally safe to use with out filtering). I wouldn't drink from water running along a road side ditch, or main creek. You can make it on two bottles, but you'll maybe have to stop for refills depending on your rate of travel, so a third bottle could be a good idea for some.

*Filling your water bottles.* There will be a separate bottle refill station/table. An aid station attendant will fill your bottle, while you hold it. Don't set it on the table and refill yourself. *There will also be some cold drinks on hand, just pick one and ask and you shall receive.*

Aid Station Etiquette. This may be a bit different than your used to. Part of this is in response to the COVID-19 Pandemic and also that I've always been super grossed out with all the open containers of chips, nuts and so on at ultra trail runs and some cycling events. Please be patient and we will do our best to get you what you need and then you can be on your way. Everything will be laid out so you can visually see what is available.

There will be an assortment of items at the aid stations. There will be Food Bars Hydration/Electrolite products from Skratch Labs, Also an assortment of fun snack food, Hello Panda Chocolates, fruit chews, Sour Patch Kids, Coke-a-Cola, BBQ potato chips, fruit and a bunch more stuff. All food products with be individually packaged to alleviate the chance of transferring germs and other contaminants. Aid station crew will hand you what you ask for, no dirty paws on the food items.

General house cleaning for this years ride:

- Pancake Griddle will be setup this year for pre ride hot cakes. We'll fire up the griddles at about 5:30 for breakfast. Pancakes with Butter, Maple Syrup and of course Bacon. Coffee provided by Black Mountain Roasters out of Missoula. If you are part of the ride, breakfast is on us, if not there will be a nominal donation fee.
- There will be a sign in board. It'll be a big one with sharpies available to sign in next to your name. If you don't sign in, we will consider you a "Did Not Start" and you won't be officially part of the JCPR. This is how we will keep track of you, so sign in is mandatory.
- This years JCPR will recognize the top three finishers, female and male in separate age group categories. Both long and short courses.
- The JCPR will also be the bonafide, official venue for the "Montana State Gravel Championship". To qualify you need to have been a resident of Montana for at least one year and hold a valid Montana State Library Card. This applies only to the long course. This is an open category, only one female and male winner.
- The JCPR is a semi-self supported adventure ride/race that travels through remote areas of North West Montana. The JCPR provides a gpx file of the route to be ridden, two aid stations, but beyond that, you are responsible for yourself. There is no on course roaming support,

mechanical, psychological or otherwise. Be prepared as you are responsible for yourself. That being said, if you don't show up at the finish, we'll most likely come looking for you.

- You can ride what ever bike you wish, as long as it is 100% powered by yourself.
- TIRE CHOICE is a common question. Several factors go into tire choice, your bike, rim width, your weight, skill level.... Pretty smooth rolling course this year, however there are some short lived rough patches, the occasional pot hole, and water bar. As for width, 40c would be the minimum recommendation. I've pedaled the last four years on 40c's and this years route with no issues. Some luck , bit of skill, all involved, but if you start dropping down in width, you are just asking for a DNF and the possibility of a long walk.
- GEARING is totally subjective. The steepest grade you will encounter is close to 14%. The long route ascends to the Mt. Marston Fire Lookout (7430'). Roughly a 15 mile climb with 4000' of climbing. It's a sustained climb at 7+% with steeper ramps up to 14%, and there are some choosy sections. The short route omits the Mt. Marston climb, but does contain a few short steep ramps up to 12%. Always nice to have that extra low gear.
- It's a good idea to pair up on the ride. Safety in numbers.
- There are numerous water sources along the route, in the form of natural creeks and streams. Up to you if you want to filter the water or not. There is no reason to run out of water and become dehydrated on this ride. If you are low on water and you see a creek, stop and fill up. I will include place markers on the gpx route file of some of the more obvious water sources.
- Cell service is minimal while on the course. It is recommended that you carry a personal rescue/ communication device. Such as a SPOT, or INREACH.... Make sure you know how to use your device.
- I have a Garmin InReach and will leave it on for the entire day. It is your responsibility to know how the Garmin InReach system works. They are a powerful tool, but you need to know how to use them.
- If you have an InReach, here is my contact info is:
  - InReach email - -----
  - Email - -----
  - Phone - TXT/SMS - -----
  - I'll leave it up to you to add me to your contact list and send me a message so we have a conversation started. If you do so it will make getting a hold of me a cinch if the need arises.
- An Aid Station Attendant will sign you in and out at the aid station, please let them know your name when you arrive and when you leave. Time of Day Format.
- There is no on course mechanical support, if you break down you need to be prepared to fix what went wrong and/or be able to summon help.
- There is no sweep of the course.
- The route is not marked, the gps file will be your only means to navigate the route. This is not an orienteering test, roads are well maintained and road junctions, and turns are well defined. Follow the route file on your computer/gps device and you'll be fine.
- Don't count on getting a ride back from any of the aid stations.
- If you do bail in the middle of the route, you are responsible to get yourself back to the Trego Pub and/or home. Be prepared with additional information, Forest Service Map, Personal

Satellite Communication Device, don't solely rely on a cell phone as 90% of the route is out of signal range.

- Cash is always a good bribe for a ride from a stranger if need be.
- If you drop out of the ride, you need to notify an aid station attendant, and a JCPR crew member at the finish, Trego Pub. Save us from worrying about you because you didn't let us know you abandoned the ride and are safe at home watching the Beverly Hillbillies. I don't like going on wild goose chases.
- Finish with what you started with, the aid stations aren't meant to leave personal belonging at, to lighten your load.
- There are bears, both Black and Grizzly. It's recommended that you carry Bear Deterrent Pepper Spray. Mountain Lions are also on the prowl. We ran into a moose last year, I would caution that moose (in my experiences) are of more concern than a bear, so be cautious with them. In other words don't jump up and down yelling at them to try and scare them off or you may end up producing the opposite effect. I've seen a lot of folks lately making comments about riding in bear country and bear spray. 99% of the folks either carry bear deterrent spray in the their back center jersey pocket or in a frame bag. It would be safe to say that any bear encounter you would have on your bike would be a "surprise" encounter while traveling at a higher rate of speed than walking. With this in mind, trying to steer your bike, come to a stop and pull bear deterrent spray from your back jersey pocket, isn't the best approach. Handle bar bags, feed bags or something similar that provides easier and quicker accessibility would be a better solution. don't become a statistic.
- Be prepared for changing weather conditions. It could be hot, cold, raining, snowing, lightning, huge thunder storms.... you get the idea. Often it's blue-bird in the am, only to see the skies over develop and unleash with a fury of lightning, hail and rain. Even if it's 80 out, if you're wet and moving forward, you can get chilly awfully fast. the route reaches close to 6k in several spots.
- You are responsible for yourself, mentally and physically. Make sure your bike is in good condition and properly outfitted for the ride. You should treat this as a self supported adventure ride.
- Read the FAQ page as it may answer additional questions you have. You can essentially think of the JCPR just the same as heading out on a long ride with some friends. Except we offer a bit of help and a lot of encouragement along the way.
- TREGO PUB and DINNER Your entry includes a meal from the Trego Pub after you finish, just tell them your name and that you were a participant of the JCPR.
- There will also be a seasonal Kalispell Brewing Company Beer, Joe Cosley India Pals Lager at the finish, to go along with your dinner.

Schedule: July 10, 2021. That's a Saturday.

- 5:30 - Pancakes with butter, maple syrup, and Black Coffee Roasters coffee. First come first serve.
- 5:30 - 6:45 AM Long and Short Course Rider Sign In, MANDATORY.
- 6:00 - Early start option. You need to sign in and let the R.D. know you are starting early.
- 6:50 - Start Line last minute house cleaning.

- 7:00 - Long and Short Course, START!
- When you finish, snacks, beverages, dinner from the Trego Pub. Hang out, relax and practice your socializing skills. Bring a camp chair.
- Awards for both rides, 8 PM. Great job everybody.
- Start Line Etiquette and Covid - 19. There is ample room at the Trego Pub for 100+ people to properly social distance, so 50 or so people will be fine.  
As for after the ride; Finish times will spread from about 2:30 all the way till 10, I'm guessing. So I don't see everybody sticking around the entire afternoon/evening.
- \*\*If you feel you would like a bit of extra time to reach the aid station by the 1:00PM cut off limit. You are welcome to start your pedal early. Please get a hold of me and make your intention known before Saturday's start. You can find me at the pancake griddle Saturday morning at 5:30AM and we can get you signed in and go over any last minute questions. Early start is at 6AM, no exceptions.

That's it, Brad

P.S. I can't really stress this enough, **YOU ARE RESPONSIBLE FOR YOURSELF!** It is your responsibility for your own safety, both mentally and physically. The JCPR is a semi-self supported adventure ride/race. I'm here to help, so if you have any questions, please ask. Email: joe@pancakeride.com

#### COVID - 19

Up to date information for the State of Montana, Governor Steve Bullock has created a Coronavirus Task Force. You can find everything related to Covid-19 and Montana [HERE](#).

In case you wanted a bit more intel on this years route, see below. This years route is 100% rideable. No hike-a-bikes or single track, with proper gearing and tire choice its all rollable.

Short course description with mileage (close, but not exact) -

- 1.0 - 1.6, Pavement, rolling.
- 1.6-3.2, Dirt, flat.
- 3.2-4.2, Pavement, flat.
- 4.2-5.4, Dirt, easy climb.
- 5.4-5.6, Pavement, highway.
- 5.6-12.9, Dirt, climb with easy with some moderate sections.
- 12.9-17.0, Dirt, Moderate climb with a couple steeper sections.
- 17.0-23.5, Dirt, rolling with a net loss of elevation. Pretty flat.
- 23.5-29.0, Dirt, starts with easy grades with the last couple miles moderate with some steep steps, 10-12%.
- 29.0-41.2, Dirt, Aid Station at mile 30.0 and then it's down hill all the way to the North Fork Road.
- 41.2-50.00, Dirt, flat and rolling with an aid station at mile 49. Small elevation gain over the entire distance.

- 50.0-66.0, Dirt, trail Creek climb, long and mellow for the most part, with a couple moderate pitches.
- 66.0-68.0, Dirt, down and it's a rough section.
- 68.0-72.0, Dirt, down, smooth rolling.
- 72.0-79.0, Pavement, top 10 ribbons of asphalt you'll ever ride out in the middle of nowhere.
- 79.0-86.0, Dirt, short climb then down, down, down.
- 86.0-92.0, Pavement, don't forget to stop at the Conoco Station for your Powerball ticket with Power Play. Pretty much flat with a steep uphill finish for 100 meters.

Long course description with Mileage (close, but not exact):

- 1-1.6, Pavement, rolling.
- 1.6-3.2, Dirt, flat.
- 3.2-4.2, Pavement, flat.
- 4.2-5.4, Dirt, easy climb.
- 5.4-5.6, Pavement, highway.
- 5.6-12.9, Dirt, climb with easy with some moderate sections.
- 12.9-21.5.0, Dirt, Mt. Marston climb, close to 9 miles with almost 4K of gain. Smooth at the bottom becoming progressively choosier as you progress to the top.
- 21.5-30.0, Same as above, but in reverse, going down.
- 30.0-34.0, Dirt, Moderate climb with a couple steeper sections.
- 34.0-40.5, Dirt, rolling with a net loss of elevation.
- 40.5-46.0, Dirt, starts with easy grades with the last couple miles moderate with some steep steps.
- 46.0-58.0, Dirt, Aid Station at mile 48.0 and then it's down hill all the way to the North Fork Road.
- 58.0-67, Dirt, flat and rolling with an aid station at mile 68. Small elevation gain over the entire distance.
- 67.0-83.0, Dirt, Trail Creek climb, long and mellow for the most part, with a couple moderate pitches.
- 83.0-85.0, Dirt, down and it's a rough section.
- 85.0-88.0, Dirt, down, smooth rolling.
- 88.0-96.0, Pavement, top 10 ribbon of asphalt you'll ever ride out in the middle of nowhere.
- 96.0-106, Dirt, last climb, 1/3 up and 2/3 down. Buff Forest Service Roads.
- 106.0-112.0, Pavement, don't forget to stop at the Conoco Station for your Powerball ticket with Power Play. Pretty much flat with a steep uphill finish for 100 meters.

\*\*\*\*I had a 5 year plan for the JCPR. Year 4 didn't work out, and I elected to to just roll with what I had time for. So, for v.5, I'll still go with a ride out of the Trego Pub, but also include the last of the Joe Cosley Pancake Rides I had intended to organize.

If you are into TYPE 3 fun, this ride could be for you. My original intention was to create a mixed surface ride across Montana the "Mixed Montana Epic", between the Highline and Canadian border, from west to east. Finishing in Williston North Dakota and taking the Amtrak Empire Builder back to Whitefish. Total ride distance is around 900 miles with 40k of up and down.

I'll post more details later, but its a free affair, with a set start date/time, set route, self supported, all in Lewis and Clark style. This would be a graduate level ride.

You can follow on Instagram for a heads up on information when more is available. Link -

[MONTANA MIXED EPIC 2021](#)



Route [HERE](#) Note, this is a work in progress. Just a few roads to verify and it will be good to go. 99% of the route is verified, just a couple short sections in the central part of the state to triple check.

## Update: 05/08/21

Two months out till the JCPR rolls out of Trego for the day. Just a few house cleaning updates.

Registered participants and those on the waitlist are receiving this update.

If you are on the waitlist, there will be about 20 spots opening up. This is the result of the Canadian/ United States border remaining closed for the foreseeable future. I'll work down the wait list.

Few folks have let me know they will not be able to make it, thanks. If you won't be able to make it, please let me know.

As you may know, I use the JCPR is a vehicle to raise funds for non profits in the Flathead Valley. There is no profit motive to organize the JCPR. Once again to participate, the ride requires a mandatory \$25.00 donation to be made to the Abbie shelter and Violence Free Crisis Line. When you registered, you had the option of making the donation at that time or at a later date. As of today, out of the registered participants, 28.05% of you have donated.

I will resend the link to your Pledge Reg Page, where you can make your \$25.00 donation. You need to make your donation online using Pledge Reg. In the past, people have tried to give me cash, checks, "I Owe You's".... I simply don't want to have to deal with that, nor have the time. Pretty simple, ***if you don't make a donation, you won't find yourself on the sign in sheet come Saturday morning.***

***SUPER IMPORTANT!*** The JCPR is a headphone, earbud free event. There are several reasons for this: One being wildlife concerns and being aware of your surroundings. There have been wildlife encounters in the past that included people recreating in the woods with earbuds, thus reducing the attention of ones surroundings. I don't want the JCPR caught up in this issue, so be responsible and leave them in your car for the ride. Roads are single lane, with blind corners and are open to general vehicle use. This includes cars, trucks, four wheelers, motor cycles. Often the people that are steering these vehicles, are traveling at an excessive high rate of speed, and the last thing they expect is to see someone riding a bike out in the middle of nowhere. If you must listen to some tunes, use an external bluetooth speaker such as an OT Buckshot. ***IF YOU ARE SEEN WITH ANY TYPE OF EARBUDS IN YOUR EARS, YOU WILL NO LONGER BE CONSIDERED A PARTICIPANT OF THE JCPR.***

***WILDLIFE CONSIDERATIONS:*** It's also important you understand that you are pedaling in areas that at are home to a wide variety of wildlife. It's their house you are playing in it, so please be respectful. Grizzly and Black Bears along with Moose (if you are lucky enough to even see one) are your main concerns. Please understand the responsibilities risk associated concerning recreating in a wildlife habitat. Below are several educational links about wildlife safety.

- <https://www.nps.gov/glac/planyourvisit/bears.htm>
- <https://glaciermt.com/wildlife-and-bear-safety>
- <https://www.mtpr.org/post/are-you-sure-you-know-how-use-bear-spray>

- <http://igbconline.org>

The most common question seems to revolve around gearing and tire size.

**Tire size;** I wouldn't really go with anything less than a 40c. Tubeless is the way to go, but if you aren't set up that way, carry several extra tubes and a patch kit. Tubolito's are the way to go. There's a lot of cannon fodder on the internet about tire width, pressure and what's the best. I'm all for wider widths and lower pressure. It really improves your ride quality, comfort, and really doesn't consume any additional watts to pedal your bike. This isn't a course for knobby's, so a touring type tread pattern is sufficient and gives you a smoother ride.

**Gearing;** This is a subjective thing. Really depends on your fitness and how hard you are willing to push those pedals over.

If you are rolling the long route, there are some pitches with 14+ percent grades, with some chossy sections thrown in, and don't forget it's close to a 9 mile climb starting at mile 13, going up for 3500'. For most of us you'll want to pedal something under 0.80 gear inches. That would be a 30X40, 36X46, or if you like to take easy like myself, something around the 0.70 range of 36X52, 34X50 to make things a bit more manageable. Also nice to have a bail out gear. No sense in killing yourself in the first 23 miles. It's steep and all I will say is that in v.3, The Ufda 167, of the JCPR, several people found themselves walking a few times up the Mt. Marston Road.

If you are pedaling the short route, there are a few sections that maybe hit the 12% range. First bit of the Fitzsimmons road and then the last couple miles up and over Red Meadow Pass are your toughest sections.

Do some homework and come prepared.

The steepest gradients all occur in the first half of the course.

**WEATHER?** Your guess is as good as mine, but her's a link with weather stats for the month of July - <https://weatherspark.com/m/2343/7/Average-Weather-in-July-in-Whitefish-Montana-United-States> Do a weather check pre ride and always a good idea to bring a rain cape, just in case. Those thunder storms can seemingly pop up out of nowhere, even though they may have not been forecasted.

#### **Aid Stations:**

You can certainly be a Bag Lady or Man, but there is no sense in carrying a metric ton of calories with you on the course. The Aid Stations will be fully stocked with enough variety to get you from A.S. 1 to A.S. 2 and then to the Finish. Read the earlier post on A.S. Etiquette. Here is what will be available:

- Skratch Labs - Hydration Drink Mix, Food Bars, Chews
- Water
- Drinks - Cold Brew Coffee, Coke, 7-UP, Fruit Juice
- Various Energy Bars
- Fruit Bars
- Hello Panda Cookies
- Corn Nuts - Regular, Ranch and BBQ
- Trail Mix
- Bunch of other random edibles also.

- Bit-O-Honeys
- Salty Snacks, Assorted Chips
- Beef Jerky
- Fig Bars
- Hi-Chews

**Dinner from the Pub.** They will have a master list of participants and volunteers. You can eat any time, just head on into the Pub and place your order. It's a set special, just for the JCPR. No substitutions, but if you are a vegetarian, exceptions will be made. Gratuity is included in your evenest fee, but I'm sure it would be appreciated if you showed your appreciation with a couple bucks of your own.

**Kalispell Brewing Company - Joe Cosley India Pale Lager.** There's never been a shortage of beer at the JCPR. As a participant or volunteer, you are free to consume as much as you can, there is no 1 or 2 beer limit. In your ride packet you will find a wrist band, you must wear this to be able to receive beer from the Beer Meister. Family and friends need to get their refreshments from the Trego Pub.

**Camping.** \$10.00 per night. That's per vehicle. If you carpool and you each pitch a tent it's still \$10.00, two tent limit per car vehicle though. I'll have camping payment cards. So find me, you give me \$\$ and I'll give you a camp pass.

**SAFETY FIRST!** As you know the JCPR is a **"RESPONSIBLE FOR YOURSELF"** bike ride. There is no roaming support, mechanical, physical or mental. There is no reliable cell service over the entire route. You are likely to see a few vehicles, you'll pass a few house in the middle of the route along the North Fork Road, but other than that, you are on your own. In the event of an emergency, it's hopeful that you carry a personal satellite communication device, InReach or a SPOT. If you find yourself in an emergency situation and need to summon help, the best option is to activate an SOS. If you are not having an emergency, but need help, as a last resort you can use your InReach to send a message to me. Not a promise that I can rescue you, but we'll try and get help for you. Always good to carry Benjamin Franklin as an enticing lure to get a ride:)

\*\*\* I am not familiar with the SPOT personal communication emergency system. There is limited WiFi at the Trego Pub. If you would like my email and phone number, so that it would be possible to send me an email or TXT/SMS utilizing the WiFi at the Pub, send me a reply and I will provide my email and phone number.

You will need to send me the following information:

- **InReach Email Address**
- **Email Address**
- **Phone - TXT/SMS**

I'll create a list of respondents, then send out a message via my InReach and then you will simply have the opportunity to reply if the need arises.

Part of this equation hinges on the fact that you know how to use your InReach and understand its capabilities. Make sure you are familiar with your InReach.

**REMEMBER!** You need to sign in on the "sign in board" Saturday morning, prior to the start.

**PARKING AND CAMPING:**



Follow this map and we won't have any problems. Definitly don't park in the Post Office parking lot or along the main road.

Campers, the back lawn area is the best, as it's not along the main road. I'd stake out a place there as your first option.

If you are showing up the morning of, you have two options. If it looks like space is limited, you can park in the main lot as a last resort. The Pub is open for lunch and dinner, serving the general public, so those people need a place to park. If you have to park in the main lot, try and park farthest away from the Pub as you can.

I'll be at the Pub on friday, late morning or so, setting up, and will have areas marked out with some traffic cones. Any questions, please ask