



Pancake Ride

TREGO, MT

This year's Ride Director is [Bertha Boranda](#), so behave yourself. She rides bikes and was arrested and sentenced to 5 years for the crime of "MAYHEM".

Registration information for the Pancake Ride, Bootlegger's Series, v.2, hosted by The Trego Pub and General Store. Follow this [LINK AFTER](#) you have read through information about this year's ride. Please view the route for this year, and make sure you are up for the adventure.

Everything you need to know is found below:

Thanks to the following for supporting the Pancake Ride - [SPOTTED BEAR SPIRITS](#) - [GLACIER DISTILLING](#) - [ASTRAL CYCLING](#) - [THE TREGO PUB](#) - [ROLF PRIMA](#) - [SKRATCH LABS](#) - [WHITE INDUSTRIES](#) - [KOOTENAI NATIONAL FOREST](#) - [BLACK ROASTING COFFEE](#) - [ESKER](#) - [GRIST MILLING AND BAKERY](#) - [BIG SKY BREWING](#) - [BEAR CLAW HOLSTER](#)

If, and when there are any general updates and/or route changes, there will be a heads up on the Pancake Ride social media sites and an email to folks that have signed up.

Bertha Boranda and crew will be onsite as your Ride Directors.

JOE COSLEY'S PANCAKE RIDE
BOOTLEGGERS SERIES V.2
July 8, 2023

Super great route this year! Sticking to the Salish Mountain Range, I've found a bunch of new roads, featuring some hidden gems that are sure to turn your crank.

MTCX in Missoula puts on some great events including several gravel rides. [The Garden City Gravel](#) ride series featuring two great local rides in the Missoula area. The first ride takes place on July 1, and would be a great warmup for the Pancake Ride.

\$100.00 this year. Includes post ride meal, Pancake Ride memento, aid station/drop bag services and most importantly a fun time. Plus that's only \$0.94 per mile of pedaling pleasure. Not a bad deal. Registration Deadline: Friday, Jun 23, 2023 at 11:59 PM MT. Or when the participation numbers reach a set threshold. Whichever comes first, registration will close. Don't procrastinate.

This year's ride supports the ????????????, a non-profit in the Tobacco Valley. Proceeds from the ride will go to this nonprofit.

All information concerning the '23 ride will be communicated electronically. Waivers, route files and general information are on this document.

LOGISTICS

Show up at the Trego Pub ready to ride, sign in and you're off promptly at 7am.

You will need \$3.00 cash to purchase a POWER BALL ticket with POWER PLAY at the summit of the Pinkham Mountain at routes mile 24. Maybe this will be the lucky year. Six years running, only one ticket produced = \$4.00. Any winnings go to support local nonprofits and the future of the Pancake Ride.

SCHEDULE

Friday July 7

5pm - 9pm - Packet pick up, sign waiver, aid station bag drop off at the Trego Pub.

Saturday July 8

6:30am - 7:30am - Packet Pick up, sign waiver and aid station drop bag drop off.

6:30am - 7:45am - Rider Sign in.

8am - Start.

6pm - Podium celebration.

VENUE

The Trego Pub will once again provide a gathering place for the ride. The Pub serves lunch and dinner along with a wide variety of beverages. There will be camping available (see below). Post ride meal is included in your entry when you get back to the pub. Take a deep breath, clean up, have a bite to eat, have a soda and cheer on those that haven't rolled back to the pub yet.

*There is no cell service at the Trego Pub and the WiFi isn't the quickest.

CAMPING

Camping (car, van, tent) is available at the Trego Pub, \$10.00, per night, per person. If 3 people show up in a car, you all sleep together in a one person tent and stay one night, that's = \$30.00. If you show up in your sprinter van, with a friend of some kind, and spend two nights. This would amount to \$40.00. Dogs camp for free.

There will be port-a-potties again this year.

Potable water is also available.

You're welcome to show up on Friday, sign in and take care of ride-oriented stuff.

COURSE

For the Bootlegger Series v.2, the mileage is coming back down to the 100-mile mark. The route is 100% rideable. No hike-a-bike single track, or overly steep unridable road sections, well maybe. You have all day with no finishing time limit, so Enjoy Yourself, It's Later Than You Think.

AID STATIONS – READ FULLY

Last year we changed over to a drop bag system at the aid stations, this seemed to work well. Since everyone has their own preferences for types of calories they like to consume, you get what you want. You will be provided a 2 Gallon Ziploc Freezer Bag, one for each aid station. No personal drop bags, boxes, or tube socks. You can put whatever you would like in the Zip Loc Bag, and it will be waiting for you at the aid station. Finish with what you started with. Drop Bags will be back at the Pub by 6PM. We will not be responsible for drop bags that are not picked up. The P.R. Crew is not responsible for personal items left at the aid stations.

The Aid Station will have an assortment of Skratch Labs products, water and maybe a few treats. Do not rely on the community offerings at the Aid Station to supply you with enough calories to get you through the ride.

Aid Stations placements will be at course mile 28 (water self-serve), mile 53 (full aid station, drop bags), mile 74 (full aid station, drop bags) and mile 83 (water self-serve). Between the 2 full aid stations there is a 10-mile descent and a 10 mile climb. Make sure you have enough water to get you through the climb, not a really an Hors Categorie climb, but long and consistent, and in the middle of the day, warm.... There is a creek at the bottom of the climb you can fill up from, filter recommended.

You must sign in the morning of the ride, at each aid station and at the finish so we know you made it back. If you shortcut the route and head home early, please let us know. We are not really the mother hen types, but we are still concerned about your safety and don't really want to be out looking for you while you are at home sitting on the couch eating LAY'S BBQ Potato Chips and drinking a COORS LIGHT.

You cannot "skip" an aid station. You must stop and sign in, or you will receive a DQ. There will be a participant rooster with a pen and time piece. It is your responsibility to sign in and note the time of day.

Lot's of water on the route. Up to you if you want to filter or not. Some sections are close to 30 miles between supply stations. There's plenty of fill up opportunities and no excuses to become dehydrated, reliable sources will be included as POI on the RWGPS route file. Carrying two of the ZEFAL Magnum 32oz. bottles is a good way to go, in comparison to the standard 24oz bottle. Just a thought.

COURSE DESCRIPTION

Route File - [HERE](#)

The route will have the support of two aid stations, and two self serve water resupply stations. No surprise oasis aid stations this year. You'll find Aid station Captain Mike Meador of Glacier Cyclery on course along with Aid Station Captain ????????

The first 5 miles out of the Pub is paved and the last 8 to finish up.

Please note RWGPS Road Surface Types designations are not 100% correct.

The course is unmarked. Make sure you have the latest route file, and your computer unit is set up corrected to your preferences to be able to stay on route. All roads are well traveled and defined.

AWARDS

Full route determines the Ladies and Men's Montana State Gravel Champions.*

Each rider receives a finishing award consisting of the current event poster and a post ride meal from the Pub. All for your efforts of the day. \$21.00 value.

*To qualify for the Title of Montana Gravel Champion, you need to be on a bike that has drop bars, be a full time resident (no Snowbirds:) of Montana for one year prior to the event date and hold a valid Montana Public Library Card. Any rider that has been in the "Professional Ranks" of cycling is unable to compete for the title of "Montana State Gravel Champion". This is a grass roots type of affair for amateur cyclist.

RULES

Not many rules for the Pancake Ride, but if you are interested, they are posted on the website. Of note though; Last year we had an individual that was sagged by a private party, this is on the "prohibited" list. Several people mentioned this and that the sag vehicle was a hassle, creating dust and just being a nuisance. You will have plenty of support on course, so please no personal assistance while out pedaling.

You can pedal any type of bike you would like as long as it is **not** pedal assist, has a battery, has a throttle, you get the idea. Absolutely no sag help.

SAFETY

To be clear, this is a zero-support ride. I know that statement is contradictory per the Aid Station(s), but just trying to say "come prepared". There is no sag or mechanical support. No one bringing up the rear.

You will be provided a start time, and a route. That's all you get. From the time you start until the time you return to the finish; you are on your own.

It's 100% up to you to take full responsibility for yourself. This includes having a bike that is in excellent working order and knowing how to fix it if something goes wrong. Don't forget your own personal well-being, mental and physical preparedness.

Have a well thought out plan for the ride and any emergency situations that could arise.

It is suggested that you carry some type of personal communication device, that can be used in case of emergency, and know how to use it. Cell service is very limited in the area and there is only a few spots on the route that service may be available.

After registration you will receive a Garmin InReach email address. This will be provided for emergency use only. This is not a "I have a flat and need help" service. It is your responsibility to understand how to use your device for communication purposes.

If you are having a true emergency, dial 911 if you have wireless service or press the SOS on your personal satellite communication device.

The routes take you through remote backcountry areas. Please be aware that there is the possibility of encountering numerous species of wildlife on your ride. [HERE](#) is an informational link to help you understand and prepare for a possible encounter. Montana, Fish, Wildlife and Parks also has some great educational material on their website, [HERE](#).

Motor vehicles and bikes: I will tell you from personal experience, it's not an even match up. There were several instances last summer (not associated with the Pancake Ride), where cyclist had run ins with motorized vehicles. There was a head on with a motorcycle, neither were able to stop in time before making contact, but both rolled away unharmed. Two other instances, one with a passenger car and the other a truck. Unsure of the final outcomes of those. You must realize that there are several other user groups that travel on forest service roads. These roads were constructed for commercial logging purposes, recreational use at the time wasn't a consideration. Riding your bike on a dirt road is a relatively new activity for most. The local population that resides where we recreate have no idea of the surge in popularity of "gravel riding". So, when they are out there picking huckleberry's, shooting at road signs, racing their four wheelers doing 50 mph, you are the last one they expect to see. Lot's of people out in the national forest recreating these days, so we all need to be mindful of other users we may encounter. Always have control of your bike and don't cut those blind corners going downhill at 30mph.

That's it. Hope to see you at the Trego Pub on July 7th and 8th.

Introverted but willing to discuss cats. Anyways.... Always some additional questions come in, so a bit of redundancy...

STAY TUNED! Follow @pancakeride on Instagram. Updates posted here.

The route is 99% set, route file is linked above in the respective description. Someone will pre ride the route in sections in early June as an assurance that everything is in good shape. Group rides dates, pre P.R. will be posted on social media for those that would like to get out for a group ride. Pictures and ride reports will be posted to give you an idea on what to expect.

In late June there will post with a heads up that "FINAL" route files are available for download and will be emailed out. Route files will be updated with obvious water sources, aid stations and any other important cues. Make sure you download the gpx file and upload to your cycling device/computer and have the RWGPS App on your phone with route also. There is no cell service at the Trego Pub and the WiFi isn't the quickest. Every year there are several folks waiting around after the start because they didn't download the route previously and are relying on the Pub WiFi.

Questions that always seem to pop up every year:

Tire Size? Entirely up to you. Perhaps nothing narrower than a 40c, and even at that, I'd find a wide one. If you rode last year, surfaces are much less chunky. Think manicured forest service roads, laden with a bed of soft pine needles. Still a few rough sections though. If I had my say, I would go with a 44-48, with a bit of tread. Perhaps it's always best to be prepared for the roughest section?

Gearing? There are a couple sustained climbs up to 10 miles in length. Dirt road grades average around 5%, including a couple short/steep 12% ramps. The spur road up Pinkham Mountain is an out and back, about 2 miles in total length. QOM and KOM awards. It has a couple short steep 14% ramps that are rideable, but some may choose to walk.

Bear Spray Deterrent? It's really a good idea to carry some. Don't become a statistic. Few things to know though. First follow the link in the previous paragraph about wildlife encounters and safety. Over the years people have been pretty creative in how they carry their canister of pepper spray. Best one yet, an individual had it duct taped to their frame. The idea is to have it readily accessible. Think as if you are in a western quick draw. You're the outlaw and the bear is the Sheriff.

If you carry your spray in a bottle holder or similar type of carrying device, be aware of the following; After so many miles of jiggling around, there is a chance it can rub against a similar object of hardness and wear a hole through the canister. This has happened to several individuals. Contents are under high pressure and toxic.

It can also bounce out of said holder while traveling over rough terrain.

Bad Idea to carry your canister in your jersey pocket. It's difficult to access quickly. If you have an unfortunate crash and land on your back on the canister, it's gonna hurt. Also, I have heard of one instance where the canister head broke off and the entire contents of the can were emptied in a matter of seconds. Or you could puncture the can.

One option I've found is a handlebar burrito bag and situate your canister so it is poking out the top and you can readily grab it on the draw

BEST OPTION TO CARRY BEAR SPRAY DETERRENT -

The **BEAR CLAW HOLSTER!!!!** You can purchase a Bear Claw Holster [HERE](#) or [Glacier Cyclery](#) if you are in the Flathead, I'm sure they would be happy to send one to you. This option solves all your problem of trying to come up with a makeshift holder, do it once, do it right. Be smart about it.

Questions, something we forgot to address? Please reach out, we are here to help.