

[Great Northwest Adventure of 2011](#)

by Bob Smith

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[Grand Teton National Park \(GTNP\) Aug 2 – 4, 2011](#)

Our great northwest adventure began on Tuesday, Aug 2nd by driving from Colorado Springs to Jackson, WY. We had booked two nights at the Elk Country Lodge. Over the next day and half we toured Grand Teton National Park and Jackson Hole on our tandem. Jackson Hole is a region in the Snake River Valley and bordered on the west by the Teton Mountains and includes the city of Jackson.

Our first stop was at Grand Teton Forest Service Visitors Center in Jackson to obtain a bicycle route map and advice from a park ranger on riding in the park and throughout the area. From there we headed north towards the Moose Junction Entrance to GTNP on the partially completed dedicated bikeway. The bikeway ended about four miles north of Jackson with remainder of the bikeway under construction. By next summer the bikeway should be completed to Moose Junction. US Highway 191 is the main highway through the valley and it has reasonably wide shoulders. It does carry a high volume of traffic with 55 MPH speed limit. Due to road and bikeway construction the speed was reduced to 45 MPH most of the way to Moose Junction.

Once in the park our next stop was the Craig Thomas Discovery and Visitors Center. There we picked up a National Passport and got it stamped. After our Southwestern Utah Parks trip last year we had decided it was time to begin tracking our National Park visits and this is great way to do that. Now we just have to go back and visit all parks again. National Parks Visitor Centers are a great place to learn from live ranger talks, short movies and Interpretive displays. From there we proceeded north through park on a paved bikeway until it ended near the south end of Jenny Lake. We stopped at every viewpoint taking in the beauty of the Teton Range and its glaciers. We continued north on Teton Park Road and returned south on the one-way Jenny Lake Loop Road and Teton Park Road to Moose Junction for a late lunch at Dornan's Original Moose Chuckwagon.

Back at our hotel we encountered a group of Harley riders from Wellington, NZ. Their trip leader was a talkative chap. He and his wife lead annual Kiwi motor bike tours of the western US. He was quite interested in our push bike adventures including NZ. We concluded the day with an evening walk about town and dinner on the front porch of the [Café Genevieve](#). The restaurant is an old small log cabin and the food was quite good.

The next morning we navigated our way on neighborhood streets and bikeways trying to get over to Teton Village. We eventually found ourselves on SR 22 which has shoulders which got us to Morris-Wilson Road. After a quick jog left then right we were on a paved bikeway all the way to Teton Village. It was gradual climb to Teton Village on the bikeway.

In a day and half we logged 80 miles gaining 2300 feet of elevation. We had good weather and scenery was stunning. We really enjoyed our time in the Tetons and would like to return and include the Idaho side.

The second half of the day included stops at Jackson Lake and Lodge at GTNP for lunch and a walk along the lake and marina for spectacular views of the lake and the Tetons.

[Yellowstone National Park \(YNP\) Aug 4-7](#)

From Jackson Lake we pushed on towards Yellowstone National Park (YNP) with stops along at Lewis Lake, Old Faithful and Midway Geyser Basin. While at Old Faithful we walked the Upper Geyser Basin loop and visited the grand lodge and new visitor center. At Midway Geyser Basin we walked the loop walkway through all the amazing and color geyser pools. We reached our hotel in West Yellowstone, MT about dinner time. After checking we walked to downtown in of search dinner and found [Sidney's Mountain Bistro](#). The restaurant is part of an indoor mall complex that was once the elementary school. The meal was very good and not all what we had expected to find. The owner had moved to West Yellowstone in the late 1970s. I had been to West Yellowstone in August of 1968. I believe there were only about two paved roads in town back then. Anne had been to YNP on a family vacation and couldn't recall being to West Yellowstone.

We had covered Old Faith Geyser Areas on the way to West Yellowstone on Thursday. On Friday we drove the northern part of the grand park loop. This gave us an opportunity to sort out a bike ride in the park for Saturday. We had heard that most park roads were narrow with heavy/continuous vehicle traffic. As it turned out some the roads have been improved and widened. A bicycle guide to the park is available only at park visitor centers.

The northern loop of the park took us from West Yellowstone to Madison, Norris, Mammoth Hot Springs, Tower-Roosevelt, Canyon Village, Madison and back to west Yellowstone. We stopped at many of the viewpoints including Gibbon Falls, Artists Paintpots, Roaring Mountain, Golden Gate, Mammoth Hot Springs Terraces, Mammoth Hot Springs (lunch), Tower Falls (began to rain) and Dunraven Pass. Many of these sites require some amount of walking and others are just viewing areas. We achieved our goals of visiting the sites we absolutely wanted to see and put together a plan for our Saturday bike ride. We purposely didn't stop in Canyon Village or drive some of the one way loop roads with the intentions doing them on our bike ride.

On Saturday we drove back to Madison and parked the van and rode from Madison to Norris and to Canyon Village. We retraced our tracks from the previous day but there were sites we reserved for the ride. We rode the one way loop roads through Virginia Cascades and Canyon Village the Grand Canyon of the Yellowstone Rim Road. The Virginia Cascades Road appeared to be the old park road. It has some broken pavement with only a few cars. It's a nice ride with views of the Gibbon River you don't have from the new road. The Canyon Rim Road had spectacular views of the lower fall and the gorge. We had lunch at the Canyon Village Lodge. The ride back to Morris was mostly downhill and very enjoyable. The ride was 57 miles with 3360 feet of elevation gain.

We got back to West Yellowstone just as the Hot Rod and Antique Car Show wrapping up. Some of the cars were leaving but we were able to get photos of many of them. There were lots of Chevys, Fords and some MOPAR cars. There was a 1947 Ford Coach and a 1969 Mustang Mach 1 in the show. I had both of these models back in my early 20s. When traveling you often happen upon unexpected surprises like a car show.

[Spokane & Coeur D'Leone – Aug 7-9](#)

Sunday, Aug 7th we departed West Yellowstone for Spokane, WA. We were on US 287 heading northwest towards I90. We had been driving US 287 since Cheyenne, WO. Since we were passing through Missoula, we drove by the home of [Adventure Cycling Association](#). They were be closed so we snapped a photo of the building and walked a couple blocks to the Iron Horse Restaurant and Brewery for lunch. If you are ever in Missoula, I

recommend the grilled salmon BLT with sweet potato fries. Also pay close attention to the crosswalk warning sign in front of the restaurant.

We arrived in Spokane around 2:30 PM at our friend Norm Howard's home. Norm guided us on a tour of the city including [Manito Park](#), cottage & craftsman neighborhoods and the Spokane River Falls near downtown. For dinner and entertainment we went to the Arbor Crest Vineyards Sunday Concert. The vineyard overlooks the Spokane River and the city. On Monday Norm lead us on a bike ride in Coeur d'Alene, ID which included a loop around Hayden Lake and the lake front of Coeur d'Alene and lunch at an Italian Sidewalk Cafe and visits to a couple of art galleries.

[BAC Olympic Peninsula Bicycle Tour – Aug 9-23](#)

On Tuesday after breakfast we proceeded onto Seattle. We arrived a day early at [the Boutique Kimpton Hotel Vintage Park](#) (start location of our bike tour) downtown Seattle. All the hotel rooms are named for Washington State Vineyards. Afternoon from 5:00 until 6:00 there is a wine tasting in the lobby area. Several others had also arrived early including our trip leaders Brenda Cole and John McManus. After the wine tasting and short walk in the area we decided to return to the hotel for an enjoyable Italian dinner at [Tulio](#).

On Wednesday morning we walked north along the waterfront to the Olympic Sculpture Park. After a walking tour of the park we went in search of the [REI Flagship Store](#) in Seattle. While doing a bit of last minute shopping we received a phone call from our good friends Vic and Diane. They had just arrived at the hotel and were in search of us, lunch and their tandem. After lunch Vic and I drove the van over to another BAC member's home where we parked the car until our return on August 22nd. We used the Seattle bus system for our return to the hotel. Parking the van at Loretta's home saved us the discounted \$17 per parking at the hotel. Loretta, thank you so much for letting us park at your home.

On Thursday morning we rode from the hotel to the ferry terminal to catch the 8:20AM ferry to Bainbridge Island to begin our bicycle trek around the Olympic Peninsula. We left overcast Seattle for a sunny ride north across Bainbridge Island passing through the cute coastal town of Port Gamble. After a long wait we crossed the third-longest floating pontoon bridge in the world, the 1.5 mile concrete Hood Canal Draw Bridge, onto the Olympic Peninsula and to Port Ludlow. Port Townsend is a very Victorian coastal city which we enjoyed very much. We stayed at the Swan Hotel and shared the penthouse suite with Vic & Diane Villhard. The suite had two bedrooms, two baths, large living room, full kitchen, office, 2 loft sleeping areas and spiral stairs to a widow's walk on the roof. Down the street from the hotel was a free outdoor seaside concert which could be heard from the hotel porches and widow's walk. We hosted the evening social hour and route view prior to dinner.

Friday morning the weather was overcast and cooler for the ride to Port Angeles. The ride today was on some quiet roads, occasional sections on US 101 and bike paths (Discovery Trail). The bike paths were a bit challenging for the tandems with steep ascents and descents and very sharp turns. The ride today was a nice ride but not quite as peaceful as yesterday due to sections on the busier 101. The 101 sections did have clean wide shoulders.

Saturday was a layover day in Port Angeles which we and several others thought was a bit early in the trip. The

intention was to provide an opportunity to visit Victoria, BC by ferry or to ride Hurricane Ridge. Everyone opted out of Victoria. We had been to Victoria three years earlier on one of our TransAm Tandem Reunions. Hurricane Ridge was totally fogged most of the day. Ron Guidotti attempted the ridge but turned back about half way up due to foggy cold conditions. We opted out of riding because we didn't want to ride nine consecutive days. A few others drove up in a rental car and said it was clear near the top. Anne did laundry and I worked a bit on the journal and email. After chores we walked about town and discovered Estuary Park just west of downtown. In the mid 90's the city and the owners of the paper mill partnered to restore the creek to a more natural estuary which is now Estuary Park.

On Sunday, Aug 14th we departed Port Angeles around 9:45AM for Sol Duc Hot Springs. The ride was mostly on US 101 passing along the south shore Lake Crescent. There is no shoulder along the lake. There is a bicyclist flashing light warning system so motorists know to expect cyclists. Thankfully, it was Sunday and there was very little traffic and no logging trucks. The day was overcast so the views of the lake weren't what they could have been but still pretty spectacular. Our trip leaders picked up sandwiches and other lunch goodies for a picnic at the west end of the lake. From lunch it was two more miles on 101 and 12 miles uphill on the quiet Sol Duc Park Road along the Sol Duc River to the Hot Springs Lodge.

We shared the River Suite with Diane and Vic. The River Suite is essentially a large ranch style house set on top of garages and equipment storage for the lodge. It has 3 bedrooms, 2 baths, full kitchen, TV room, living room, dining room, great room and u-shaped surround deck. It was a great place to host the evening social hour and route review meeting in the great room with real seating for 18 people. After our meeting we all met for a group dinner in the lodge dining room.

It rained overnight and we wakened to clear sunny skies. The ride to Forks was short and mostly downhill with check-in not until 3:00. It was recommended to depart late and either hike to Sol Duc Falls or soak in the hot springs. We rode to the end of Sol Duc Road and did the 1.6 mile hike to the falls. We hooked up with Vic and Diane around 11:00. About eight miles down Sol Duc Road we turned onto an obscure forest road (recommended by a lodge employee) next to the river. Once back on the 101 we stopped for lunch at the Hungry Bear Café. We lunched on salmon burgers, fries, homemade chili and rhubarb strawberry pie a la mode. The town of Forks is the site location for the Twilight (Vampire) book series. The Dew Drop Inn was clean and well maintained with a strange interior color scheme of green trimmed in pink. Maybe it had to do with being within the Twilight Zone. Across the street is the Thriftway Grocery Store (similar to a small Safeway) which was an ideal place to pick up a picnic lunch for the ride to Kalaloch in the morning.

Monday's route to Kalaloch Lodge was only 33.4 miles all on the 101. We tried to extend the route by 20 miles with an out and back in the Hoh Rain Forest to the world's largest Sitka Spruce Tree. Three and half miles into the rain forest we encountered road construction with projected one hour delays in each direction. We u-turned and rode onto Ruby Beach where we enjoyed our picnic lunch from the Thriftway. Our first sighting of the Pacific Ocean was spectacular. It was sunny and relatively warm at beach. Shortly after lunch fog began rolling in dropping the temperature. The weather change was a neat experience. With only 8 miles to Kalaloch we took another side trip to the world's largest Red Cedar tree estimated to be 1000 years old. At Red Cedar there was a couple leading a walking tour and giving a talk about the tree and native peoples and all their uses for the tree of life. We felt fortunate to have heard their talk.

Traffic on the 101 was light considering it's the only highway in the region. However, we did encounter several loaded logging trucks on the section of the 101 between Ruby Beach and Kalaloch Lodge. The shoulder is narrow and the trucks were quite intimidating. Today was the first time we encountered loaded trucks in our direction. After the first one or two I decided it was best to pull off the road and stop. We arrived at the lodge well before our 4:00PM check-in time and we were pleasantly surprised that our cabin was ready. It was nice to be in our warm cabin and observe the changing weather.

The group dinner at the lodge included a garden salad, grilled halibut on bed of rice, fresh squash and Marion Berry Cobbler. The dinner was very good and our waitress Jessy was delightful. She's a traveling teacher who wanders the world teaching English and works in National Parks when not teaching. During dinner the fog blew out to the south giving way to a gorgeous sunset. After dinner at the lodge I got to speak to one of the guides from the Red Cedar. He worked for Country Walkers which was once Vermont Country Cyclers (VCC) which was sold to Vermont Bicycle Tours. Ironically, Anne and I's first bicycle tour in 1985 was a VCC tour in northern Vermont. Anne's brother and sister in law have done a couple trips with Country Walkers.

Wednesday's route took us back inland to Lake Quinault for another NP stay. The lodge is lake side with a beach in a beautiful rain forest setting. We arrived at the lodge too early to check-in so we rode up the valley for a short hike to the world's largest spruce tree and to a waterfall. After check-in and a shower we visited the Quinault Museum. Dinner was a group outdoor BBQ of grilled salmon, chicken and eggplant, vegetables, salad and dessert. The weather cooperated providing us with another gorgeous sunset. Quinault would have been a perfect location for a day off. It is possible to ride around the lake even though some of the road is dirt. There also plenty of nice hikes in the area. We have really enjoyed the Olympic National Park Lodge stays. There is no WIFI, TV, cell service or phones in the rooms. You leave the modern world behind and just enjoy life.

Thursday's destination was Aberdeen. About 4.5 miles into the ride we left the 101 and rode the peaceful Moclips Highway most of the way through the coastal towns of Pacific Beach, Copalis Beach and Ocean City. We haven't had as much visible sea or lake side riding as I thought we would have. The water views have often obscured by dense forest and ferns. Aberdeen is a very industrial town on Grays Harbor. It was probably the least interesting place of the entire trip to date. Aberdeen had an antique restored Shell Gas Station which I failed to get a photo. It was the most interesting thing in I saw in town.

On Friday we headed towards Shelton where we stayed at the Little Creek Indian Casino. The casino is new and modern with nice rooms and restaurants. We don't gamble so casinos don't interest us very much. We would have preferred to stay in the cute Village of Allyn on Case Islet. Traffic has been much heavier since leaving Quinault and the riding a bit less interesting.

On Saturday we rode to Tacoma which was the most difficult segment of the trip with narrow roads and high traffic volumes. At one point we stopped along a lake and there was an eagle at the top of tree with to black birds trying to roust it from the tree. We suspected they were defending their nest. We had lunch in the Village of Allyn at Leonard Ks Bar & Grill. Everyone enjoyed the good food and outdoor seaside dining. The best segment of the route was from the Village of Allyn along along the Case Islet shoreline. Once we left the shoreline route became more congested. We had our first encounter with rude drivers on the Key Peninsula.

The most spectacular event of day was crossing the Tacoma Narrows Bridge. The day's route cue was very difficult follow. At one point 10 of group came together and finally navigated our way to the Marriott Courtyard with our Garmin bike computers. Many of us had dinner at Zara a new Mediterranean style restaurant adjacent to the Marriott Courtyard. One of the belly dancers even thought she could teach me to belly dance.

Sunday, Aug 21 was another great weather day. We had a relaxing day with a casual breakfast and nice lunch at an outdoor café near the marina. The artist in residence at the Museum of Glass Hot Shop was one the highlights. The museum brings in resident artists to work in the Hot Shop and each resident produces two pieces, one to remain in the museum's permanent collection and the other to be auction off by the museum. The museum has a kids program where a child does a drawing and the hot shop creates a glass sculpture based on the drawing and it is placed in the Kids Gallery. The Tacoma Art Museum has a very large Dale Chihuly Collection donated by Dale in memory of his brother and parents. The current exhibit was Dale's Chihuly Northwest which had Dale's collection of Indian Rugs, canoes and glass cylinders. The Chihuly Bridge of Glass was spectacular with its glass ceiling and walls containing his Venetians. The whole museum area with the stairways and water pools were amazing.

Our final day we returned Hotel Kimpton Vintage Park in downtown Seattle. The route included two ferry segments and three ride segments. From downtown Tacoma we rode west to the first ferry which took us to Vashon Island. On Vashon Island we rode across the island with one short stop at Bob's Bakery for coffee and Danish to catch the ferry to West Seattle. We departed Seattle in overcast conditions and thirteen days later we returned to the same. The ride into downtown took as along Puget Sound from Fauntleroy to Lowman Beach to Alki Point and along Alki Beach Drive and Bikeway to the Harbor Island Bikeway and north into downtown Seattle. There was considerable truck traffic and confusion on our part due to massive construction in the Harbor Island area. Once construction is complete there will be a beautiful new dedicated bikeway along the seaport and Elliott Bay.

We had a very enjoyable tour with spectacular scenery and great stays in Olympic Park Lodges. Our group was very friendly, compatible and easy to get to know. There were a few congested traffic areas and a few route cue glitches. The riding was challenging at times with a lot of climbing even though the highest elevation we reached was only about 1800 feet. We couldn't have asked for better weather and the scenery was awesome and the fresh seafood was great. We rode 10 days covering nearly 500 miles and over 20,000 feet of elevation.

We said our farewells after our final group dinner at Sazerac. Tuesday morning we met Vic & Diane for breakfast before they boarded the light rail for SeaTac Airport.

[The Cascades](#) – Mt. Rainier & Mt. Saint Helens – Aug 23-24

On Tuesday we drove to Mount Rainier Paradise Lodge. We approached Paradise from the east via Stevens Canyon Road. Stevens Canyon Road was designed specifically to expose different views as you approach the massive snow covered volcanic mountain. We wanted to stop at every pullout. The more notable ones were Narada Falls, Louise and Reflection Lakes. We arrived at Paradise Lodge in time for afternoon tea. About a week prior to our visit Paradise had received 44 inches of snow. Many of the trails above the lodge were still covered in snow and considered closed by the park service. Prior to dinner we walked up to Sluisin Falls. Some shaded

parts of the trail had some snow pack. The higher up you went the deeper the snow pack. In the morning we returned to Reflection Lakes hoping for good reflections and we were not disappointed. There was hardly a cloud in the sky. We made our way to Longmire before heading south to Mt. St. Helens.

Mount St. Helens is a Volcanic National Monument. At 8:32 a.m. on May 18, 1980 the mountain erupted and blew down or scorched 230 square miles of forest. Just prior to the eruption an earthquake caused a gigantic landslide on the north side mountain. Spirit Lake was in the direct path of the landslide and the lake was changed forever in both surface area and depth and left totally covered in trees taken by the 800 foot wave caused by the landslide. We approached the mountain from the northeast on US Forest Service Road 99. There are numerous overlooks along route to Windy Ridge Viewpoint the first of which is Bear Meadows. Bear Meadows is where amateur photographer [Gary Rosenquist](#) captured the eruption on film. From Bear Meadows to Windy Ridge Viewpoint you drive through a large portion of the devastation zone. Some of the forest has been restored through managed foresting and the remainder has been left to regenerate naturally. Natural restoration after an earthquake is a much slower process than from fire. The large forest fires of 1988 in Yellowstone destroyed about 75% of the forest fire. The young forest in Yellowstone is now thriving as a result of natural rebirth. Rebirth is taking much longer at Mount St. Helens.

[Columbia River Gorge](#) – Aug 25-26

After our short visit to Windy Ridge at Mount St. Helens we proceeded to the Columbia River where we drove across the river on The Bridge of Gods Toll Bridge at Cascade Locks, OR. We had looked for lodging on the Washington side of the river and decided to take a look at the Oregon side. The Best Western looked quite nice. It was right on the river between the bridge and the restored lock. The following morning we toured [Bonneville Dam](#) and made a stop at [Crown Point State Park Vista House](#). At the Vista House we received some advice on riding a segment of the Historic Columbia River Highway. From the Vista House we drove east to Latourell Falls and did an out and back ride of 21 miles to Horsetail Falls. On the return leg of our ride we had lunch at Multnomath Falls the highest falls along the Columbia.

Back in van we set the GPS for Tahoe Vista, CA and it informed us that we 620 miles to our destination. It was approaching 2:00 p.m. We were hoping to get at least half before dark. We did manage to make to Klamath Falls, OR at dusk. We got into a Best Western with a BBQ place within walking distance and all was well.

[Lake Tahoe](#) – Aug 26-30

We are arrived in Tahoe Vista mid-afternoon on Friday. We had made reservations at a small timeshare resort on the north shore of Lake Tahoe recommend by our friends Sharon and Dale. Several weeks before the trip we changed our reservation by one day from Saturday through Tuesday to Friday through Monday. Our reservation never was changed and they were sold out for Friday. The reception person lined us up with a room at the [Cedar Glen Lodge](#). Had we known we didn't have room for Friday we could have spent a little more time in the Cascades or on the Columbia. The [Red Wolf Lodge](#) did offer to refund one night when we checked in on Saturday. We opted to the delay the 1050 mile drive home another day and enjoy the sunshine and lake.

On Saturday we rode east from Tahoe Vista to Tahoe State Park, NV. On the way out we left the main highway and rode Lakeside Drive through Incline Village. There are some truly magnificent luxury homes on Lakeside

Drive. On Sunday rode west to Tahoe City and north along the Truckee River to the Olympic Village of Squaw Valley. Squaw Valley hosted the 1960 Winter Olympic Games. There was beautiful bikeway along the river from Tahoe City to Squaw. Being Sunday it was very crowded with families. We tried to ride on the bikeway but it was too congested. On the highway we were above the river and we could see the bikeway and the river with numerous rafts and kayaks. On Monday we rode west again to Tahoe City and south to [Sugar Pine Point State Park](#). There is a bikeway from Tahoe City south which ends at Meeks Bay. We rode bikeway on this segment due to higher traffic and narrow shoulders on CA 89. Sugar Pine Point and Mansion was sold to the State of California by the Ehrman family who owned the land and [Ehrman Mansion Pine Lodge](#). We rode though the park including a bikeway along the lake near Pine Lodge. We saw a couple paddle boarding on the lake. We often combine lunch with these types of rides. Monday we had lunch at [Gar Woods](#) lake side restaurant on Carnelian Bay.

Even though we did three rides at Lake Tahoe, we still had plenty of time to relax. Afternoons we relaxed at our private beach, pool and spa. Our studio had a small yet complete kitchen and there were several grills throughout the property one located next to our studio. The Safeway was conveniently located across the street. We grilled every evening and enjoyed a glass of wine at the beach watching the sunset over the lake. We really enjoyed unwinding from our trip at Lake Tahoe.

Lake Tahoe to Colorado Springs – Aug 30-31

We hit the road early Tuesday morning for the two day drive home. The GPS wanted us to drive north to I80 and then east to Reno. Our trip to date was mostly back roads with only a smattering of interstate highways. We turned off the GPS and headed directly for Carson City. Once in Carson City we turned the GPS back and it recalculated us onto US 50. US Highway 50 is not only the original Bike Centennial Route across the country and also the nation's loneliest highway. We stopped in Ely, NV for lunch and the restaurant had sign that they would stamp your Loneliest Highway Passport.

We saw seven fully loaded touring cyclist (4 westbound & 3 eastbound). We rode across the US in 2001 and these folks didn't look like they were having any fun to me. Highway 50 is hot, dry, narrow, rough and mostly without shoulder. Towns and services are long distances apart. Additionally, there was a lot of back and forth truck traffic hauling gravel and tar for the numerous chip and seal projects in progress.

We drove to Salina, UT where US 50 meets I70. At the junction US 50 and I70 there's are Super 8 and Denny's. Not our preferred lodging and dining but it was convenient and near dusk.

We enjoy driving I70 through Utah and western Colorado. We had lunch at the Newcastle Diner in Newcastle, CO. In keeping with the back roads theme we exited I70 at Minturn (just west of Vail) on US24. We arrived home in Colorado Springs at 5:30 p.m. The back road route was 80 miles shorter than the GPS recommended interstate route.

In total we drove nearly 3800 in 30 days and rode our tandem 800 in 18 days with a total of over 37,000 feet of climbing.

To quote our very good friend Vic Villard, "This was the best vacation ever".