

## **Reno I - April 26-27, 1997**

Well - it was long!

Here's the stats:

1630 miles (or so) in two days!

15 hours going down (minor technical difficulty), 13 hours to come home

Average speed - 63 mph, including breaks

Average cruising speed - 90 mph (140 mph high in CA, 65 mph low in WA)

80 miles between rest stops - (average stop 5-10 minutes with 1-30 minute stop for lunch)

Average MPG = 47.4!

Total RT cost = \$55 for gas + \$40 for room!

Gas prices - \$1.55 WA, \$1.55 OR, \$1.70 CA, \$1.55 NV

I think that's enough numbers... The trip was fun, and people in Oregon drive DAMN fast! Both times, going to and from Tahoe, I got passed by someone with a radar detector and I just followed - sometimes at speeds of 110 mph! Going over the Siskiyou in CA, a Corvette Stingray passed me with two gals who wanted to fly! I gave them a run for their money, and we reached speeds of 140 going over the pass! They turned off at Yreka, at which time I slowed down to a pokey 95 and kept on going.

Coming back, I didn't get rained on until Chehalis and even then, I got more wet from the mist off the roads than by the drips from the sky. The weather wasn't too hot, like I had expected. For the most part, I wore the rainsuit over the leathers to keep from getting cold. The elevation of Reno is somewhere around 4000 ft, and Tahoe at about 5000. The bike ran kind of rough due to the thin air, I couldn't pull a wheelie anywhere along my trip until I got home - at which time I powered one up my street and almost forgot to slow down to pull in my driveway.

The only fatigue I felt after this long trip - my knees! Believe it or not, my back doesn't hurt one bit, but my knees are killing me. I need to fabricate some lower footpegs and I'll be fine, it's not like I drag the pegs now, so I can afford to give up some clearance. Also, my ears hurt from wearing the helmet all day! I know it sounds weird, but that's what I experienced!