




ROLL WITH IT

A Guide To Camping With Your Bicycle



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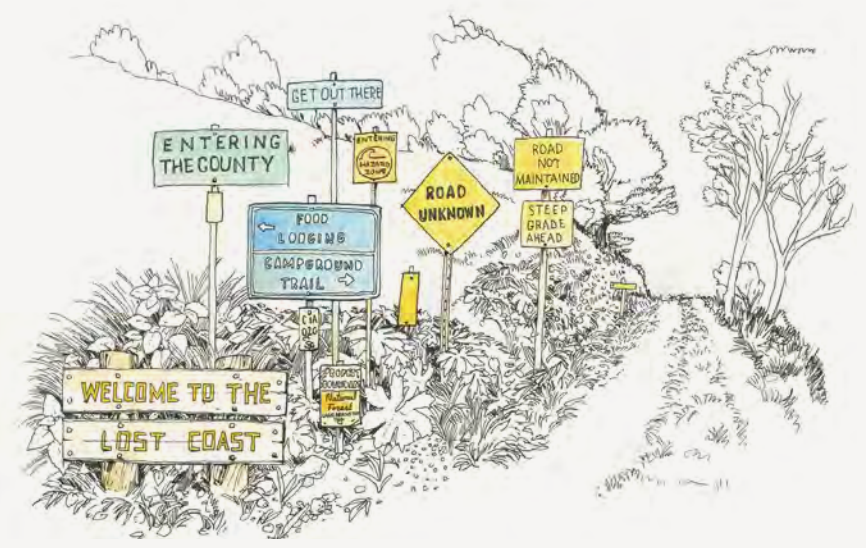


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INTRO

Bikes are pretty cool, yeah?

Maybe you're already familiar with that feeling of a summer night's breeze on your face leaving a potluck. Or maybe you haven't ridden a bike since moving to the inner city's tangle of traffic. Maybe you know the satisfying burn in your legs and lungs after crushing a steep climb. Or maybe you're worried that burn will make the entire experience miserable. Perhaps you're still glowing from a late-night cruise to a beach campfire with a pack of friends. Maybe you're familiar with the exhilaration of finally nailing a technical trail that's eluded you for months or maybe the thought of riding off a curb terrifies you. Bikes can be a lot of things, but one thing they're not is hard.

Biking for fun, transportation, or travel is easier than ever. There are excellent bicycle repair shops all across the countryside. There are detailed paper maps and online resources for choosing the best, safest route from A to B. And cities are competing all across the world with revolutionary infrastructure to land a coveted "Best Biking City" headline.

Bikes are a tool for transport, a mechanical toy, a lifestyle for some, rehabilitation for others, and for many of us they're much, much more. A bicycle can provide health, big grins, athletic challenge, romance, accessibility, and freedom. Bikes are a simple tool, but when wielded with knowledge and the right attitude they can take you amazing places. Where do you want to go?

When combining the bicycle with multi-day travel its range of potential is significantly broadened. People have been traveling by bicycle for many decades and Blackburn has been supporting those riders with innovative products for the last forty of those years. In the past 10 years many technological advancements in ultralight camping gear and the spike in popularity of thru-hiking has spawned a new minimalist style of bike travel: "bikepacking." The lighter-weight and smaller gear list makes farther distances and back-country expeditions within the reach of novice riders. It's not about suffering and masochism these days, it's about going to new places, meeting new people, and getting there under your own power. By paring down your load and packing smarter you actually become more flexible and reduce the potential for misery on your journey. Everyone finds their own happy place on the minimalism vs. comfort scale, but overall the trend to pack lighter and roll easier creates a more accessible and fun experience when exploring by bike.

Bikepacking may be a relatively new term, but the concept remains the same: camping with your bicycle. The wide array and style of trips, bikes, and gear is so dizzyingly complex there's no use trying to constrain bikepacking to a certain pace or means of carrying your gear. Bikepacking is simply rolling on two wheels and enjoying the journey—however that manifests itself for you.



Where do you want to go?

THE CAST

So you want to go bike camping. What does that look like to you? Do you want to take your kids out in a trailer, get some fishing in with a buddy, or head out alone and ride hundreds of miles late into the night? Bikepacking can mean a lot of different things to different people and who you choose as riding partners dictates the kind of trip you can expect.

When you've gathered a crew (or decided to go solo) you'll need to sit down and figure out everyone's schedule, bike type, abilities, and expectations. Do you like to stop and identify every wildflower but your friend wants to compare distances covered and speed statistics? Have you all ridden together before? Perhaps you'll discover that each of your expectations vary and it's best to establish this before you hit the backcountry. Assemble your cast and talk about these variables before you hit the road.

Time availability - Are your schedules compatible? Figuring out the dates you all have free will establish the general parameters for a trip like length and distance.

Athletic ability - Are you all frequent riding buddies or are there veterans and first-time bikepackers in the mix? Designing your route's daily mileage should take everyone's abilities into consideration.

Type of bike - Maybe you have a garage full of bikes for every possible scenario or maybe you just have one bike that does it all. Everyone on the trip should strive to ride similar bikes in order to maintain an even pace and help guide the design of your route.

Technical riding ability - Just because there's a cliff-hugging descent you've always wanted to do doesn't mean your partners will be able to follow you down it. Everyone wants to reach camp safely and happily so knowing riding abilities and comfort levels beforehand aids the development of your route.

Ideal day length - In miles and hours. Some trips are more fun riding twelve hours from dawn to dusk and others are better suited for leisurely swimming hole exploration. There's no right way to bikepack, but make sure everyone is on the same page when it comes to day length goals.

Goals on the bike - Are you more interested in speed, exploring, technical riding, distance, or just sessioning all the sweet jumps? Are you trying to crush 100 gravel miles every day or link up a few of the best serpentine singletracks loops? Are you trying to work on your jorts tan or win a race? You know your own answer but talking about the kind of riding you want to do before you leave will prevent frustrations out on the road.



Who you choose as riding partners dictates the kind of trip you can expect.





Goals off the bike ~ Are you traveling for the sights, sunsets, cooking, campfires, meeting people, music, fishing, wildlife, hiking, photography, food, or just to ride your bike for as long as you can and sleep in a ditch? In your mind does this trip spend more time on the bike than in camp? Are you trying to visit new communities or avoid people entirely? Aside from using your bike to get from point A to point B, what do you want to come away with at the end of the journey?

Once you've determined that your cast has reasonably compatible goals, you can dive into the nitty gritty and start designing the route itself. Or if you already have an established route in mind, define where it falls in the above guidelines and make sure everyone who joins you is on board for the adventure.

THE ROUTE

So you've gathered your cast and found common goals and expectations. Now it's time to determine where you're going. Are you looking for a simple sub 24 hour overnight from town? A weekend trip to the beach? A trail riding adventure on another continent? Are you checking out existing routes that other riders have ridden or poring over maps to create your own? What season is it and how will the heat, rain, snow, wind, and mud affect your route? Gravel is a lot slower than pavement and singletrack is even slower yet. The larger your group size, the slower your progress will be too—everyone has a slightly different pace and a different snacking schedule.

The best routes are iconic. The Great Divide Route bisects the United States along the Continental Divide, the South is known for its hospitality, and the Oregon Outback is known for its remote gravel roads and rural landscape while crossing the entire state. What makes your route special? Did you find a funny name on a map and are trying to get there? Are you on the hunt for trout in every stream you see? Do you intend to pitch your tent next to a waterfall every night? A route that highlights a particular theme can help shape its alignment and makes putting all the pieces together less daunting.

Look at other people's trip reports, topo maps, and photos as well as drawing on your experience from previous trips. Chances are, you already have a general idea for a route—there's a river or ghost town or mountain range you want to explore. Put your finger on the map and start looking at distances between towns, rivers, and campgrounds.

DAILY MILEAGE

Campsites ~ Base your route on the group's expected daily mileage and try to find campsites to aim for ahead of time. A good campsite has fresh water, great views, and shelter from the elements. A picnic table and bathrooms can be nice too, but sometimes dispersed camping is the way to go.

Elevation ~ Not all miles are the same. Some days you'll push your bike up a mountain and over fallen trees for 20 miles and other days you'll cover 100 miles of rolling prairie with tailwinds. Look at the elevation profile of your route with as much care as the mileage.

Rest ~ If you're out on a longer trip, try to plan an easy rest day once a week or so—riding hard for consecutive days takes a toll on your body.

It's Not Cheating ~ Don't hesitate to hop on a train, bus, ferry, or canoe to make the route more interesting or a little easier on your legs. There are no rules to bikepacking.



What makes your route special?

SEASONAL CONSIDERATIONS

Mud - Many trails and dirt roads close or become impassable in the rainy season. Be prepared to re-route and expect mud after storms.

Snow - Does your route go into higher elevations? Mountain passes will remain buried well into the summer months before they melt free. Check with local parks and forest districts for current conditions.

Water - Has the summer heat dried up the small streams and springs you are counting on for water? Make sure your route's water sources are reliable at the time of year you'll be there.

Climate - What kind of climate are you traveling through? Heat, rain, or snow will make the going slow and demoralizing.

Flora & Fauna - If your trip has a focus like fishing or wildflowers it will dictate the best season to take.

LOGISTICS

Resupply - Identify as many water and food resupply points as you can. You may have to re-adjust the route to go through a small town or to a hidden stream if resources are scarce.

Capacity - You can carry a lot less if you create a route that passes a bar or outpost every day. Eating out is extra rewarding because you didn't have to carry the food all day long.

Bail Out - Is your route quite remote? The unexpected can always happen and identifying good bail options along the route beforehand is prudent. Always be assessing what could go wrong and how you'll evacuate or retreat if need be.

THE NITTY GRITTY

The pace of technology has made finding and following a route easier than ever. Gone are the days of looking at moss on tree trunks at every intersection. Instead we have powerful satellite transmitters in each of our pockets and extremely detailed maps of the entire world on our laptops. These are currently some of the best tools and techniques for route planning.

RideWithGPS.com - A fantastic tool for route creation and analysis. You've identified all your constraints above, plot them as POIs on Ride With GPS to get a better grasp of how services, campsites, and variables are spread out. Pick a good place to start from—either your home, the train station, or a safe place to leave a vehicle for a few days. To plan a route, start clicking around—Ride With GPS will automatically choose a good route between two points. If you'd like to change that route, it's easy to click and drag it to your preferred roads. Examine the elevation profile and mileage as you do so, picking out more campsites or re-supplies and marking them as POI's. Switch between different map layers to examine topography, road type, vegetation, and trail systems. If you're ever stumped, there is an extensive library of quality tutorials on the site. RideWithGPS.com is a very powerful tool to plan excellent routes quickly and easily in meticulous detail before you venture out.

Google Earth - Look at the same route in Google Earth and on paper maps. If your route goes through parks or public lands it's likely there are some good paper guides or PDFs available directly from the land manager. Different map styles offer a different perspective on the terrain and you can learn a lot by comparing as many as possible. Don't forget to turn on the photo layer, you can often look at the density of photos and find spots with the best views, or look at individual photos along your route to see what condition the road is in.



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Street View - Google has sent their cars down roads all across the world. They typically turn around when a road turns to dirt, but you can get a good idea of road conditions by clicking around and looking closely at the intersections you'll be travelling through.

Strava Heatmap - If you're curious how popular certain roads are or if anyone has ridden something before, check out Strava's heatmap. All user uploads are overlaid on the same map giving a great view of what routes are frequently ridden.

Envision - When you've put together a good route, follow it step by step and try to imagine what the terrain looks like as you'll be riding through. Later, when you're out on the bike, this practice will be very helpful to try and predict what will be around each corner.

Notes - Trace the route onto paper maps with a highlighter, making notes of bail options or other relevant details. Online tools are very useful beforehand but nothing beats the big picture of a paper map in the field.

Apps - There are many great apps for navigation in the field and they all have their strengths and weaknesses. A few of the best currently are: Gaia, Ride With GPS, Maplets, Topo Maps, MTB Project, and Trailforks.

Cache - If you use a device to navigate, download the GPX file from RideWithGPS.com and make sure you cache the map data for offline use in whatever mapping program you're using. Your phone will likely still function as a GPS in the field, but it won't be able to load map data if you're out of cell range.

Don't Risk It - Keep your GPS or paper map handy but secure—they're easy to lose on a rough trail. And no matter what, always carry a backup map.

Wander - When you're out riding your route don't be afraid to deviate: if you see something that looks interesting go check it out. Or if a mountain is way bigger than you realized, go around instead of over.

Talk to locals along the way - They'll be amazed, generous, and usually have some great tips on secret swimming holes, vistas, or local dive bars to check out.



Keep your map handy.



Weather apps can be a great way to help plan your route, and can also keep you from being surprised by a big storm or other calamity.

THE BIKE

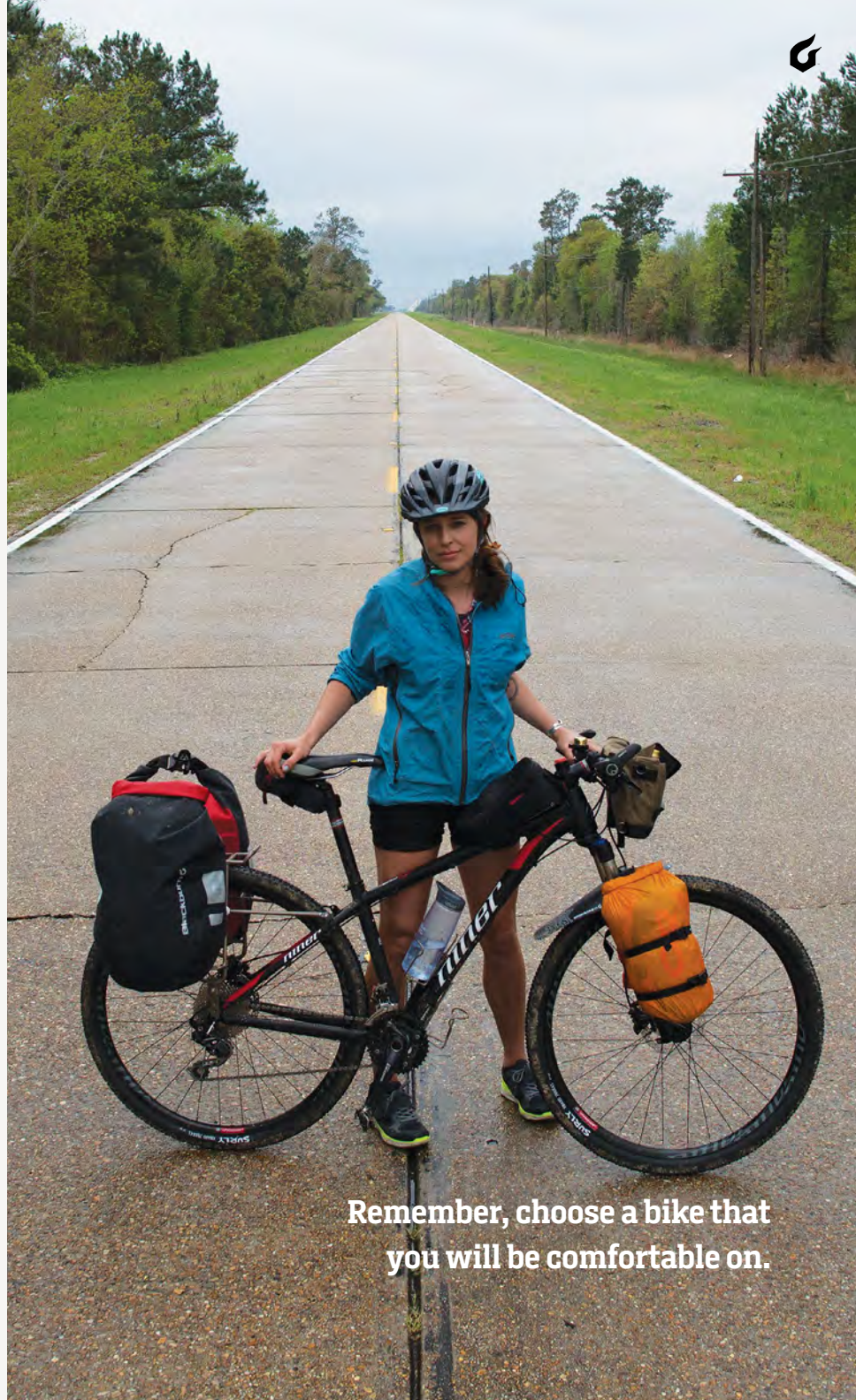
Let's be honest: you can go bike camping with almost any kind of bike. Bungee cording some duffle bags onto your daily rider and heading out of town is perfectly acceptable and a lot of fun. You'll be surprised just how versatile the bike you already ride can be. You'll also start to figure out what you want to prioritize in a bikepacking bike. Go on a few trips with what you have and then decide what kind of upgrades you want to make, if any at all.

Nearly every major bike manufacturer has an excellent gravel grinding, bikepacking, or adventure model these days. If you've been saving your pennies and know what you want to splurge on, go for it, but plenty of older mountain bikes work quite well too. Get a 26" hardtail and upgrade the wheels, tires, drivetrain, and cockpit to make a great adventure bike on a budget.

Modern bikes provide superior disc brakes, stiffer axle systems, better shifting, and a maddening variety of wheel/tire combinations and size standards. And they function fantastically. New advancements in tire casings, drivetrains, and lightweight materials have made adventure bikes better than ever before, but that technology comes with a hefty price tag.

On the other hand, retrofitting an older bike is cheaper and usually easier to fix with used parts. If you take your time to go over the bike meticulously for worn and broken parts you can build a very capable steed with a modest budget. Technology has changed immensely but if your goal is to count birds instead of sweaty miles in the sun or soak your feet in shaded creeks instead of shredding berms you'll be quite happy with a well-loved ride.

You can certainly rally a road bike down rocky singletrack and ride a fatbike along miles of highway but neither will be fun for long. When you designed your route you were striving to create an adventure with primarily one type of riding and that should be reflected in the bike you choose. Fatbikes are great for covering snowy, sandy, or unknown overland routes but are frustratingly sluggish on paved roads. Plus tire bikes fall in between a fatbike and a mountain bike and are a great compromise of handling and speed for terrain that is a mix of singletrack and overland. Loaded down full suspension bikes can still be gobs of fun on trails but a lot more care is required to pack ultralight for the reduced storage options. Rigid mountain bikes are a great compromise for all types of riding and can be very versatile with nothing more than a tire swap. Traditional touring bikes and road bikes are great for covering long distances efficiently, and can handle some gravel and dirt but are more prone to breakdowns once you venture off the pavement.



**Remember, choose a bike that
you will be comfortable on.**

ROLL WITH IT

Each common wheel size (26", 27.5", 27.5"+, 29", 29"+, 700c, 650b...) has its own performance strengths but, in relation to bikepacking, consider the size of frame you ride and how the wheel size affects the room for framebags, handlebar bags, and seat bags. A full suspension 29er is probably not going to work for a small rider on a small frame with big wheels. There's just not a lot of room in the bike's main triangle, under the seat, and on the handlebars when the suspension is bottomed out.

If you're more interested in longer, faster rides on gravel and dirt there are more and more "adventure bikes" available in the past few years, but it is hard to find older bikes that have enough clearance for fatter road tires and accommodations for disc brakes. Unless your trips will include technical terrain or a lot of muddy riding, tire volume is more important than tire tread. A lot of cyclocross bikes work great for bikepacking—remember you don't need special rack mounts for bikepacking bags and you might not even need water bottle mounts if you're using a hydration bladder.

The two most important factors when choosing a bike are ensuring it's a bike that you'll be comfortable on and ensuring its reliability. Remember, you will be riding for many more hours in the saddle than you're used to and need to pay special attention to finessing all your contact points: grips/handlebars, pedals/cleats, and saddle choice/adjustment. Padded bike shorts and chamois cream go a long way for comfort, but knowing that your saddle is nice to your behind is of utmost importance. Everyone's body is different, so try several makes and models and go for a long ride on each one until you find the glass slipper for your booty. Get the bike checked over by your local shop too—they are experts at recognizing wear points that you won't be able to fix in the field: tire casings, worn chain, brake pads, and wheel integrity.



The two most important factors when choosing a bike are ensuring it's a bike that you'll be comfortable on and ensuring its reliability.

WATER

Aside from yourself and your steed, the most important and heaviest thing you'll carry is water. You need a lot of it constantly and you'll need more of it the harder you ride. It's essential to prevent bonking and cramping, maintaining health, rehydrating meals, and making coffee. Because you have to consume so much of it, you'll need to carry a fair amount on your bike and refill often. Figuring out how much to carry and how to refill your bottles is a science that varies from person to person and route to route.

Determining the available water resources should be one of the primary factors when choosing where to ride and camp. If you're in or near mountains that get snowpack in the winter, there is a better chance of springs bubbling up even into the dry season. If you're in the high desert though, the arid land may only see water once or twice a year. You might have to carry enough for a day or two, do a water drop by vehicle, or travel out of your way to refill in a town.

The easiest and lightest way to stay hydrated is filling up your bottles and stomach with delicious tap water every chance you get. If you're not deep in the backcountry, chances are you'll be passing a convenience store, campground, or friendly house every 20 miles or so in which case you only need to carry a few bottle's worth. If you're farther afield, you will need to refill from natural sources and treat the water. Whichever strategy you're using, always know where your next water source is, and a backup if it isn't available for some reason. In an emergency, tapping into irrigation pipes or filtering out of hot springs isn't unheard of, though not exactly recommended.

WATER TREATMENT OPTIONS

Boiling is rarely used these days but it is one of the easiest and most effective water treatments. It uses the same stove you cook with and doesn't require any extra gear. Water should be held at a rolling boil for at least a minute and three minutes if you're at or above 6,500'. The downside to this method is that it takes time to set up a stove and wait for water to cool. It also lacks a sedimentation filter and uses up precious stove fuel.

Chemical treatments such as iodine or bleach are lightweight and space efficient methods to treat water but they're not 100% effective against some creepy crawlies—namely of the giardia variety. They're easy to carry as a backup system but add an undesirable taste, require complicated ratios, and need time to work properly.

Filtration is perhaps the most common water treatment method in the backcountry and there are many options available. There are bottle systems, pump systems, bag systems, and gravity systems—each with their own benefits and downsides. Some are quite bulky but fast, while others are slow but lightweight and small. Filters are incredibly effective and easy to use, but treat them with care as they can be prone to mechanical malfunction and clogging.



**Always know where your
next water source is.**

ROLL WITH IT

Ultraviolet light is a more recent addition to the water treatment arsenal and is quite effective to boot. UV treatment lights are lightweight, small, and simple to use. They're best used in small bottles and with clear water to ensure the light reaches throughout the vessel. They do run on batteries however, so make sure you're prepared with a backup method or have a recharging system in the field.

WATER STORAGE

One of the best places to store water is in your gut. Whenever you refill, make sure to also drink a fair share. If you're riding hard, chances are you're slightly dehydrated and your system needs the extra fluids. And it won't take up any precious room on your bike either.

Using standard cycling bottles for bikepacking requires you to get creative with placement if you happen to be using a frame bag. There are fork, handlebar, downtube, and seat stay options available but all require some form of specialization. Bottles are easy to clean, simple to add sports powders to, and nice to drink from. They can, however, eject unexpectedly, collect mud, and be a clumsy way to carry a large volume of water. Water jugs and soda bottles are great temporary solutions on the road too. They're cheap, light, disposable, and crushable when empty.

Hydration bladders work well for bikepacking because the bladders themselves don't take much room when empty and when full can be stuffed into odd-shaped cavities. Many people store a bladder in their framebag to keep the bike's center of gravity low and route the hose so it is accessible on the handlebars when riding. Others prefer to use bladders in camp and stick to bottles on the bike. Unless you're really squeezed for space, carrying a full hydration pack on your back all day long is less than ideal, but can be better for technical riding and full suspension bikes where space is limited.



Filters are incredibly effective and easy to use.

GEAR

Food, shelter, and clothing: the essentials. You need to protect yourself from the elements and you need to eat. Thinking about eating will consume you at some point, guaranteed. At other points you'll be consumed by mosquitos, a spring squall, or fear as you hear large sticks cracking just outside your tent. However, all of these are manageable factors with the right gear. Order the mushroom swiss burger, the jalapeno poppers, and the milkshake. You earned it. Bring the bug spray, and don't ever forget your rain shell. Remember to properly hang your food away from camp and bring a pair of earplugs for sleeping through the centaurs dancing around the fairy rings.

SHELTER

No matter what type of trip you're heading out on, you'll need some sort of shelter, but the specifics can vary dramatically depending on season, geography, forecast, pace, and your personal penchant for suffering. "Credit Card Touring" and staying in hotels or cabins every night is a great way to avoid carrying a bunch of gear, but most bikepackers prefer to cook in the woods and pitch a tent out under the night sky.

Tents are the most common type of shelter and there are a multitude of options to choose from. Modern tents are generally easy to set up and quite light-weight. Your biggest decision will be how many people you want your tent to sleep and how much money you want to spend. Traditionally, tents use a bent pole frame and stakes, with a two layer "fly" system for weather proofing while still maintaining breathability and preventing condensation. Some tents are freestanding, with a single layer of waterproof breathable fabric. Other pyramid style tents require stakes and use vertical poles as their framework. Some work better in snow, some set up easier, and some pack down to almost nothing.

Tarps are one of the oldest types of shelters and have seen a large popularity increase in recent years. They differ from a tent by lack of a floor and walls, but if set up correctly they can be very weather proof and pack down much lighter than similarly-sized tents. They've returned to fashion with the boom in ultralight hiking and typically use hiking poles to support the peak in one or two points. You probably won't have hiking poles on your bike trip, so most manufacturers offer accessory poles as an option.

Many bikepackers have converted to a hammock shelter system as well. The benefits are obvious: no poles to carry, off the wet ground, and no need for a sleeping pad on warm nights. But of course you do need to find two suitable trees and be comfortable sleeping in a hammock.

Bivy sacks appeal to a limited segment of people. There's nowhere to store your gear out of the weather, and the rain and bugs are just inches from your face. They're definitely not an option if you're claustrophobic, and many tarps



**How many people do you want
your tent to sleep?**

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and tents are comparable in weight. That said, they're very convenient, add a few degrees of warmth to your sleeping bag, and have a very small footprint if you're camped in uneven terrain.

Cowboy camping isn't (unless you're lucky) camping with cowboys. It's looking at the sky and deciding you'd rather stare at the stars all night than set up your tent in the dark. It is a fun and safe decision to make if you analyze the forecast and weather trends to determine there is a negligible chance of precipitation. Bugs, strong winds, or even a bright full moon can make it hard to sleep out in the open. But cowboy camping is an incredibly rewarding way to spend the night, no setup required, and very lightweight.

SLEEPING GEAR

Sleeping bags do one thing: keep you warm at night. They come in a wide range of temperature ratings but a 30–35°F rated bag is a great do-it-all for three season bikepacking. Bags filled with goose down are far superior in warmth and compressibility compared to synthetic bags, but that performance comes at a higher price. Down is also susceptible to moisture—if you get a down sleeping bag wet it won't keep you warm. Remember if your route goes up into the mountains the temps will likely plummet at night—even in mid summer. If you're worried your sleeping bag might not be sufficient you can add a lot of warmth by wearing thick socks, extra base layers, and a down jacket to bed. Just don't wear any cotton and make sure everything stays dry.

Too many novice bikepackers forgo a sleeping pad and pay the price. Sleeping pads aren't a luxury—they're an essential item to keep your body off the cold ground and give it the comfort and rest it needs to recoup after riding all day. Traditional closed-cell foam pads are indestructible, lightweight, and provide good insulation but they're very bulky and rather uncomfortable. Newer inflatable pads have gotten luxuriously thick and comfortable but keep them away from campfire sparks and sharp thorns. Some advanced sleeping systems have integrated an inflatable pad with a bottomless sleeping bag or "quilt" to minimize material and save on weight.

CLOTHING

Unless you're riding the World Naked Bike Ride some clothing will probably be beneficial. (Though not required in some places!) Ideally, it will make you more comfortable and, at the very least, it'll make your riding buddies a little more comfortable.

Bike-specific clothing is typically tight-fitting lycra designed for maximum aerodynamics and ease of movement. Lycra isn't necessarily designed to protect from the elements though, and it certainly makes chatting with the locals a little more awkward. You'll find the clothing combinations that work best for you, but keep in mind those contact points we talked about earlier.



**Sleeping pads aren't a luxury—
they're an essential item.**



Padded gloves are very handy to reduce numbness and pain in the palms and forearms. Snug, well-fitting shoes with stiff soles are a must whether you're riding platform pedals or a clipless system. And yes, even a pair of padded shorts—known as a chamois—will make a huge difference. Some riders carry 2-3 pairs and swap them out every day, where other folks will only wear them on really long or hard days in the saddle. Make sure you're comfortable in your clothing and that there are no seams that will turn into hot spots.

When bike camping, it's best to follow most of the standard rules for backpacking or any outdoor activity. Know your route and examine the forecast in detail. Know what elevations you'll be at and look at historic temperature and precipitation averages for the dates of your trip.

For sun and heat, use loose light garments to cover neck, ears, and arms minimizing sun exposure. Wet a bandana and your shirt in streams every chance you get. Take it easy and seek shade when you rest. If it's really hot, buy some pantyhose and a bag of ice at the next store and make yourself a vogue ice scarf. Don't forget to use sunscreen frequently on anything that isn't protected from the sun. If you're wearing a chamois, try riding for a few hours each day without it, it's good to give your nice bits some fresh air in the hot weather. While not recommended around traffic or any technical trails, a wide-brimmed hat is a great alternative to a helmet for sun protection.

For rain and cold, wear wool and synthetics using the three layer approach: wicking base, insulation, and shell. Your hands and feet will get the coldest while riding your bike so make sure you can keep those well insulated and dry. When you are pedaling in the rain, it's quite hard to stay totally dry for very long, even with the newest fabric technology. If you make sure your base layer is wool and your shell is protecting you from the wind it's still pretty easy to stay comfortably warm even when you are soaked to the skin. In these scenarios it is imperative you have packed carefully and have a completely dry camp outfit and sleeping bag. If you're weight conscious, you can skip the down jacket and use your sleeping bag as a cozy cape around camp—just make sure it stays dry and out of the campfire.

EXTRAS

There are thousands of products marketed as camping essentials, but when it comes down to it, there's not much you need besides a shelter, some good food, and some dry clothes. A headlamp is quite handy for stumbling around in the dark after too much bourbon, and a knife pretty much goes without saying. Bring some paracord for hanging a bear bag or rigging a tarp. Some folks like a small folding camp chair, a portable bluetooth stereo, or even a lightweight hatchet. Oh, and don't forget the toilet paper.



Arriving at camp before dark doesn't always happen, be ready with some bike lights.

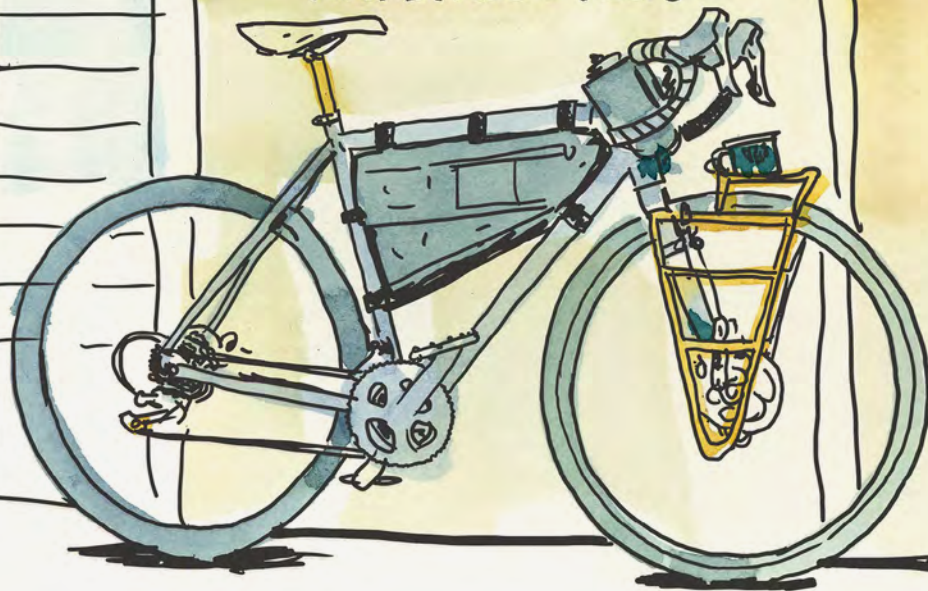


**ESSENTIAL
ITEMS:**

- TENT/BIVY
- SLEEPING BAG
- SLEEPING PAD
- WATER BOTTLES

**NON-ESSENTIAL
ITEMS:**

- HAIR DRIER





COOKING

There are almost as many camp stoves to choose from as there are tents. And they all do more or less the same thing: make food hot. Sure, cooking over the campfire is delicious and satisfying but it takes time and gets everything pretty filthy. Campfire cooking is always an option, but a cumbersome method to rely on solely.

You can buy very efficient and lightweight twig stoves that focus the heat from a small pile of burning wood. It's a great method to avoid carrying fuel if you know there will be plenty of dry tinder around, but this stove style does require constant vigilance. These stoves can also burn solid fuel like Esbit tablets but those are hard to come by when you're on the road.

Alcohol stoves like the popular DIY beer can stove or the legendary Trangia stove are lightweight and simple. On their own, they can be slow and inefficient but with a good stand and windscreen to encourage proper airflow they work fantastic. Denatured alcohol can be found in many hardware stores or at gas stations bottled as HEET—a gasoline moisture remover. It's a rather benign fuel and can be stored in lightweight plastic bottles. Be warned: alcohol fuel stoves struggle in cold temps so it'll take longer to boil and burn more fuel doing so.

Canister or isobutane stoves are by far the popular favorite for their simplicity and ease of use. Many of these models will boil water before you've brushed your teeth in the morning. They're simple to use, safe, and lightweight. If you want to simmer or sauté you're probably out of luck though, they frequently have only one setting: 11. While very easy to use, the isobutane canisters are bulky, expensive, and generate a fair amount of waste. And if you've ever used a canister stove you know that the stove performance plummets as the fuel level diminishes.

Liquid, or white gas stoves are the most powerful and versatile option. They work well in cold weather and have a wide range of BTU output. They're more bulky than alcohol or canister stoves, but a good option if you're sharing a stove or camping in the cold.

Many stoves, like the very common JetBoil, are sold in systems with an integrated pot designed to work efficiently. Unless you plan on cooking meals as a group, a single small (~1L) pot should suffice as a cooking and eating vessel, accompanied by a mug and spork.



Stoves: make food hot.





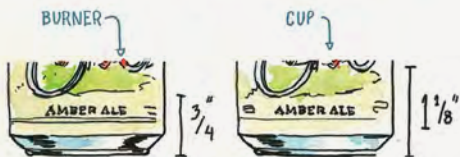
DIY Beer Can Stove



1. OPEN 2 BEERS



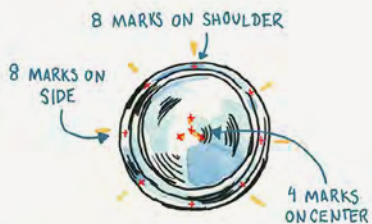
2. DRINK WITH FRIEND



3. MEASURE AND CUT



4. MAKE MARKS FOR HOLES ON BURNER PIECE



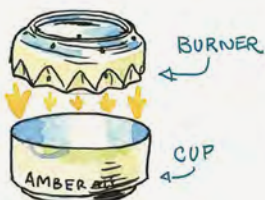
5. MAKE HOLES



6. MAKE 16 DIMPLES



THIS IS HOW IT SHOULD LOOK



7. CAREFULLY INSERT BURNER INTO CUP



8. DROP PENNY IN



9. BLAST OFF



FOOD

by Mai-Yan Katherine Kwan

You don't need to pedal super fast, or even be a great cook to eat well while adventuring. What is key, as with most adventures, is a little forethought and planning.

It's undeniable that while pedaling with a loaded bike, you will be burning a significant amount of calories. Basic calorie calculators show that for 1 hour of moderate cycling (12–14 mph), you can burn more than 500 calories. That means 2500–3000 calories spent on a 5–6 hour day of cycling. You don't have to count calories, but the point is, you'll need to make the time to eat.

FOOD SOURCES

For quick overnight trips, pack everything ahead of time so you can focus on the ride and camping. All you need is snacks, dinner and a light breakfast. You can forego cooking altogether by bringing cooked food that doesn't need reheating.

If you are on a multi-day trip, grocery stores are the best option for resupplying. They offer the best range of fresh and pantry items to create varied and well-rounded meals. Consider gas stations as last resort, as they usually have very limited stock and no fresh produce.

To resupply hard-to-find items, drop ship is the way to go. This means having goody packages waiting for you at post offices along your route. Prepare packages ahead of time and have them sent (by your mom or friends) at specific intervals. This method is especially good for people with dietary restrictions.

Tip: Get chummy with the locals and find out about local and seasonal specialties. Farm fresh produce, seafood markets and roadside vendors usually lead to great finds and fun unexpected meals.

PERISHABILITY

Basic food safety applies here. Perishable items like meat and dairy products require refrigeration. In general, don't let perishables hang out in your bags for very long. That means, planning grocery runs close to your campsite, or packing a meal with little or no perishables if no services are available where you plan to stop for the day. Use your common sense and avoid eating anything that smells rotten or sour, or that looks slimy or moldy.

WEIGHT & CAPACITY

Weight consciousness (gear-wise) varies a lot between riders, but limited capacity is universal. No matter what kind of bags you have, you'll need to allocate room for food storage. Getting really clever at buying food in the right



quantities and repackaging it so you can cram as much as you can into that food storage is critical. An average meal can turn into a great one with just an extra ingredient.

Discard any extra packaging, like cardboard boxes, and let the air out of sealed bags (chips, fresh produce). Avoid buying in quantities that exceed what you can cook and eat to avoid waste. Leftovers are impractical due to storage and perishability concerns. If you can't avoid buying more than you need, do it only for versatile non-perishable ingredients that can be used for multiple meals (rice, lentils, bouillon cubes, peanut butter).

Tip: Small reusable shopping bags (that compress into a ball) are lightweight and give you extra capacity for when your eyes are bigger than your bags.

COOKING ESSENTIALS

Knife ~ A basic pocket knife can do the trick if you are going ultra light, or you can go full gourmet and bring a chef knife in a sheath. A good compromise is a paring knife with a small sheath.

Cutting Board ~ Use an average-sized super thin bendy kind for more surface area, and less food on the ground. It also doubles as parking spot for ingredients or a plate in a pinch. Customize it by cutting it to fit perfectly in your bags.

Pantry ~ This contains your daily go-to items like coffee or tea, cooking oil, and seasonings for your meals. Keep all of these organized in a small waterproof stuff sack for easy access and to help contain potential spills. The stuff sack also helps control odors, so your clothes and bags don't become permanently impregnated with food smells (especially if you have a limited amount of clothes for the duration of your trip).

Coffee ~ For brewing coffee, the Aeropress is a great option. It's small, relatively lightweight, and makes really good coffee. You can brew it directly into your coffee mug and add hot water or milk to taste. For short trips, steal from your stash at home (fine grind is best). For longer trips, resupply at local coffee shops. Aeropress also makes a hand grinder if you are a serious coffee aficionado (and have the patience to do this every morning). Alternatively, there are also instant coffee options that come packaged in individual portions like Starbucks Via.

Cooking Oil ~ This is probably the most inconvenient thing to bring, but also absolutely necessary if you are going to cook meals. For short trips, consider using disposable olive oil packets (order online or check department stores). Alternatively, you can fill up a small reusable screw cap bottle (2 oz.) at the beginning of your trip. This option creates less waste, and you can use as little or as much as you need per meal.

Seasonings ~ The right seasoning is the key to tasty meals. At a minimum, you want salt and pepper in resealable "snack" size plastic bags, commonly found at the grocery store. If you want to go beyond basics, bring a few spices that



ROLL WITH IT

are good on their own and that also play well together, like red chili flakes, thyme, and garlic powder. To take it one step further, create custom spice mixes with a theme in mind like, Indian (garam masala, coriander, cumin) and Cajun (paprika, cayenne pepper, garlic powder).

Tip: Load up on small to-go condiments packets like mustard, mayo, honey, hot sauce, soy sauce, and sugar packets from fast food joints. Best of all, they're usually free!

COOKWARE

In addition to your stove, you will need basic dishware (utensils & bowl) and cookware (pots & cooking utensils). As a weight saving strategy, your pot can act as a bowl if you are flying solo. Choose a pot system based on how much cooking you intend to do. If you are traveling with a group of friends, it's worth having a 1-quart pot so you can make enough food to share a meal. If you are a couple or traveling alone, go for ½-quart pots or smaller. Look for backpacking pot sets that nestle into each other, and as a bonus, also fit your mug and/or cooking utensils inside. MSR makes a set of folding utensils that include a ladle and spatula. Note that the lightweight titanium cookware is thin and will burn food easily. Be ready to do a lot of scrubbing or use them if you are mostly cooking grains and soups.

MEAL PLANNING

This all depends on how much emphasis you are putting on food, but in general here's a basic approach for each meal.

Breakfast - This is a quick no fuss meal that involves little to no cooking. In terms of using the stove, boiling water for coffee, tea or oatmeal should be the most you plan for. Suggestions: Bread, muffins, dinner leftovers.

Lunch - This is usually eaten on the go. Pack savory snacks like hummus, chips, cheese and a sweet treat to balance things out. It's a good time to take a break, and stock up in town.

Dinner - This is what you've been thinking about all day and when you can finally do some serious cooking. Listen to your cravings and create meals accordingly. Don't be surprised by how much salt you crave, you're sweating a lot of it out.

Tip: Plan meals with your schedule and pace in mind. For days with lots of miles, make quick simple meals that you know by heart. Balance things out with a gourmet meal on low mileage day.



Mai-Yan

Mai-Yan's first serious foray into bike touring was in 2010 on a self-sustained bike tour, meticulously overplanned, by 4 newbies to the trade. They had no idea what they were getting into, but had enthusiasm and ignorance on their side. The route started in Venice, California and meandered up the West coast until crossing the border on Vancouver Island. They conquered the Rockies and then cut East across Canada, with Montreal as the final destination.

What came out of that adventure was Dirty Gourmet, a food blog that catalogued all the recipes we made while pedaling and camping for 4 months. The blog has since expanded to include recipes for backpacking, car camping and even picnicking. Every outdoor experience provides something meaningful and nourishing, and all of those experiences should include beautiful food. www.dirtygourmet.com





HAVE FUN

Some people like to meticulously detail gear weights and calories per ounce in spreadsheets. They know exactly how far and fast they need to ride each day and they will do whatever it takes to get there. And that's great, it's fun for them. Most of us though, are probably a little more casual. Bikepacking is supposed to be fun, so if the thought of weighing your loaded bike stresses you out, don't.

Bicycle travel is one of the richest ways to experience a countryside. You can cover way more area than a pair of hiking boots but still get to pull over and poke at weird things in the ditch. You can meet new people or avoid them entirely. You can race your buddies or take a nap in the shade. Bike camping is relatively easy, incredibly efficient, and a great medium for any sort of vacation. You can turn your bike trip into a bird watching bonanza, or leap frog down the coastline renting surfboards along the way. You can explore the Idaho Hot Springs Route and soak in 51 hot springs. Bring a small instrument and entertain your camp mates. Take a tour on the Atlantic seaboard while sampling and rating all the chowder you can handle. Stuff your panniers full of ropes and a rack of cams to scale a handful of desert towers along the way. Rent a few historic fire lookouts and create a tour that connects the dots between them. Pack a tenkara rod and fish for elusive brook trout at your streamside campsite each night. Bring a packraft too, and float half the journey resting your legs and testing your arms. Or just go ride your bike with no set plan ahead of time. Bring a book, a slingshot, some cards, a box of wine, a friendly smile, and an imagination.



Bring an instrument.





WHEN THINGS BREAK

So you bought a brand new bike, got a professional bike fit, had it tuned, researched all the best gear, and rolled out the door looking forward to three hundred miles of butterflies and sunshine. But then you got a flat 10 miles into the woods. No matter how well you prepare, things inevitably fall apart. Luckily, with a little preparation and creative thinking almost anything can be dealt with—at least well enough to limp home on.

THE BIKE

Tire & Tubes ~ Tires are a bicycle's achilles heel. They are tougher and lighter than ever but still frequently puncture or tear, stranding their rider. Even when running tubeless in the backcountry, carry at least two spare tubes and a recently stocked patchkit. Know how to patch a tube effectively—even if it's a nasty pinch flat on a narrow tube in the middle of a rainstorm. If you gash a tire, a dollar bill or bar wrapper can work okay as a tire boot in a pinch, but Park Tools makes a great cheap boot that can last hundreds of miles. If you really want to get creative, carry Kevlar thread, a large curved needle, and a tube of shoe goo for repairing tubeless tire sidewalls without unseating the bead. A good pump goes a long way too, choose one that's high volume over high pressure for most adventures. CO2 systems can be handy for a quick fix, but don't rely on them as your sole inflation method. For extra long and remote expeditions, some riders opt to carry an additional tire but with a little ingenuity and studious examination before you leave, most disasters can be avoided or remedied trailside.

Spares ~ Have a shop measure your wheels' spoke lengths and carry an extra of each. Your wheels aren't used to the extra weight and sustained rugged terrain, spoke failures are common when riding loaded but usually easy to repair if caught right away. A FiberFix spoke repair kit is a great solution to a drive side spoke break. Some discs of closed cell foam wedged inside your handlebar ends or seatpost make a great place to hide these spares. Look over your bike's nuts and bolts regularly and pack a small baggie of the right sized spares in case anything rattles loose—shoe cleat bolts and rack mounts are especially susceptible. Luckily most modern bikes use just one or two common bolt and nut sizes throughout the build. Pack an extra master link specific for your chain, and wrap some duct tape around your seat tube for emergencies. Zip ties, extra brake pads and a spare derailleur hanger often prove useful as well.

Maintenance ~ Most other repairs can be made with a good multitool. It should have the standard metric allen keys, a flat head and phillips bits, torx bits, and a good chain tool. Also, a small bottle of chain lube will help keep wear and squeaking at arm's length.



THE RIDER

The trail doesn't just take a toll on your bike—it beats up its rider unforgettingly as well. Pay attention to your body and make changes before nuisances become problems. Saddle chafing is probably the primary issue for people attempting long rides day after day. Proper bike fit, training, choosing a saddle that works for you, and liberal chamois cream usage will prevent 99% of these problems. If you do develop hot spots from chafing, a jump in the river and some rescue ointment can do wonders. Exposure to sun and wind can also sneak up on you—apply sunscreen before you get on the bike and carry a tube of chapstick with you. Ibuprofen and Neosporin are great aids for small aches and scrapes.

Field medicine is a complex topic, but the most important thing you should have to treat injuries is your brain. It's easy and highly recommended to get basic CPR training, and ideally some Wilderness First Responder training if you plan on spending a lot of time in the backcountry. Knowing what situations can cause a head or spine injury and how to stabilize a patient could save your friend's life. Most injuries on your trip will usually be topical, but learning to recognize symptoms and diagnose what situations require professional medical assistance is a vital skill.

GENERAL SAFETY

Yes, you are out to have fun, but don't forget that bikepacking can be dangerous, depending on many variables. Since serious injury or worse can occur, you will need to bone up on safety protocol: riding techniques, camping techniques, water purification tech, and how to deal with emergencies or situations that that are not covered in this short booklet or film. Read all you can about safety prior to starting out, and talk to riding buddies about it. Simply put, a safe trip is going to be far more fun!





BE NICE

by Jules NeSmith

You will likely be following in other people's pedal strokes and until zombies take over, you will not be the last person to pedal, hike or swim the landscape. Take a moment to consider your impact, not only on the environment, but also on other people's experience. Here are 7 basic principles that will help out:

- 1. Plan ahead and prepare** - Careful and thoughtful planning leads to less impact on the environment and increased comfort, especially in unexpected situations. Be safe and plan properly by researching your routes and the ecosystems they traverse.
- 2. Reduce your footprint** - The road less traveled is not always the best way to go. In sites that are heavily used, stay on trails and camp in designated areas to confine human impact and conserve the natural areas you're out to appreciate. Even slight damage to vegetation can result in "ghost trails" which encourage others to follow suit. In low impact sites however, spread out your tents, cooking areas, and foot/bike traffic to minimize disturbance of plant communities and soil stability. When possible, cook or camp on sand or boulders to decrease tread.
- 3. Minimize campfire impacts** - Whether you're using a sweet camping stove or building a campfire, it's important to be aware of any fire hazards or rules for the region you're visiting. If a fire ring is already built, use it! Otherwise, reduce damage to soil communities by lighting on top of a boulder or sand, or building a mound fire to help insulate the ground below the coals. Gather wood from a wide radius and use smaller branches so as not to disturb the microhabitats created by fallen logs. Don't burn any food waste or packaging and ensure that all the firewood is burned to white ash when finished.
- 4. Personal waste disposal** - Sometimes an uncomfortable (or hilarious) topic. In river canyons or nearby flowing water, it's best to pack out your business. Otherwise, digging a "cathole" is an acceptable means for human waste disposal. Do so about 200 feet from water, trails, and camp, and make sure to dig about six to eight inches deep. Heat helps decomposition so aim for a dry sunny spot. Does a bear \$*^! In the woods?
- 5. Respect wildlife and ecosystems** - Further minimize your impact by using biodegradable soaps, lotions, and bug sprays. Avoid clearing any rocks or logs, or hammering nails into trees. When hanging up food bags or camping equipment, provide a soft barrier between the rope and the tree trunk to prevent any scarring or damage. Also, shake out your clothes, tent, and other camping gear thoroughly before moving on to the next location. This helps avoid introducing insects or plants to ecosystems where they may not belong. It could also save you a few bug bites.

IF YOU SEE IT

 PICK IT UP

PACK IT IN

 PACK IT OUT

DON'T
 INTRODUCE
 FOREIGN
 SPECIES



ROLL WITH IT

6. Pack your trash - No matter your camping or cycling setup, you'll always want to pack out all that you bring in. It helps to keep a few extra bags handy (or reuse old food bags) to carry your trash and large food scraps. Small food scraps and coffee grounds etc. can be scattered and lightly buried so as not to attract animals. Carrying all your waste until you find a proper receptacle may seem gross but it's the best way to respect both the environment and any travelers who come after you.

7. Leave no trace - Aside from packing out what you bring in, do your best to leave natural areas as you found them. Avoid clearing any rocks or logs, or hammering nails into trees. A little effort can go a long way to ensuring your crew and those who venture after you an unforgettable trip.

Go further - Let's add an 8th principle: Do your best to leave natural areas even better than you found them. If you see trash along the way, pick up what you can. Unfortunately, littering is still a thing, but we can make a dent by spending a few extra minutes picking up what other people put down. It's a bummer to think about and it can be kind of disgusting to pick up, but view it like a thank you for all the cool stuff we get to experience outdoors.



Jules NeSmith

Jules has steeped academic background in ecology and she commutes nearly everywhere on her bike. Although camping by bike is itself a fairly responsible way to travel, her perspective on how to be nice to the environment and those that come after you is welcomed.



nothing sharp that may puncture it. A spare tube, bike tools, food, and other small, durable, and heavy items work well in this odd-shaped space. A small cookset and stove might even fit.

A handlebar roll is a secure way to store gear on the front of your bike but try to keep its contents light to avoid adverse handling. Most rolls are difficult to access as well, so they make a good place for clothing and sleeping kit—items that are light and only needed once a day. Many systems accept a small accessory bag for the roll that's within arm's reach for a camera or trail snacks while riding.

Top tube bags and stem bags are other accessory bags designed for quick access. Slip your phone, maps, energy bars, a flask, wallet, battery pack, or anything else you might need to use while you're in the saddle. Some bikes have eyelets on the fork legs to mount spare water bottles or small dry bags filled with light items.

A seat pack is one of your most voluminous storage options. Many bags will hold up to 15 liters but can roll down to much smaller without being awkward. Some bags have a harness system designed to be used with a drybag of your choosing. Cook kit, stove, food, fuel, and clothes all work well in a seat pack. As with all your bags, make sure it's snugly attached to prevent swaying and potential rubbing on moving parts.

Panniers are really great if you need to carry a lot of gear or just want to have extra capacity available while you are traveling. They are especially helpful when loading up at a grocery store before you settle down at a campsite to cook a big meal or carry firewood from the Ranger's house to the fire ring. Although panniers can travel well in many off road situations, they ride much smoother on pavement or packed roads. Most folks are comfortable with rear panniers, and many experienced riders often use panniers on the front only. Using both front and rear panniers provides the ultimate capacity and is often preferred by people who travel with children or have another agenda on the trip, like fishing, pack rafting, rock climbing, etc. and require the extra space.

BIKE UPGRADES

One of the best upgrades you can make to your bike is a dynamo hub. These hubs generate electricity while spinning and create very little rolling resistance. They're most commonly used for high-powered headlights and taillights, but in recent years have become a source for USB rechargeable power while riding. You can keep your phone topped off, your GPS running, refresh your camera battery, charge a SteriPen, and maintain any number of portable electronics indefinitely.

If you're using a bike you're familiar with riding around town, you may want to adjust your chainring's gear ratios a bit to compensate for the added weight. In addition, you'll be covering a lot more miles than you're used to so make

sure your tires have plenty of life left or consider getting tires with less rolling resistance and suited specifically to the terrain.

Tubeless tires may seem intimidating but the ease of setup and quality of tubeless systems has skyrocketed in recent years. Riding tubeless is much more resistant to punctures and pinch flats than using tubes, as well as providing a more supple ride quality both on and off road.

You'll likely be spending more hours on the bike than you are accustomed to, so consider ergonomic grips, alternate handlebars, and make sure your clipless shoe cleats are well positioned. As always, a good long shakedown ride before you leave is a great way to assess painful fit points and potential problems with your gear.



GET STARTED

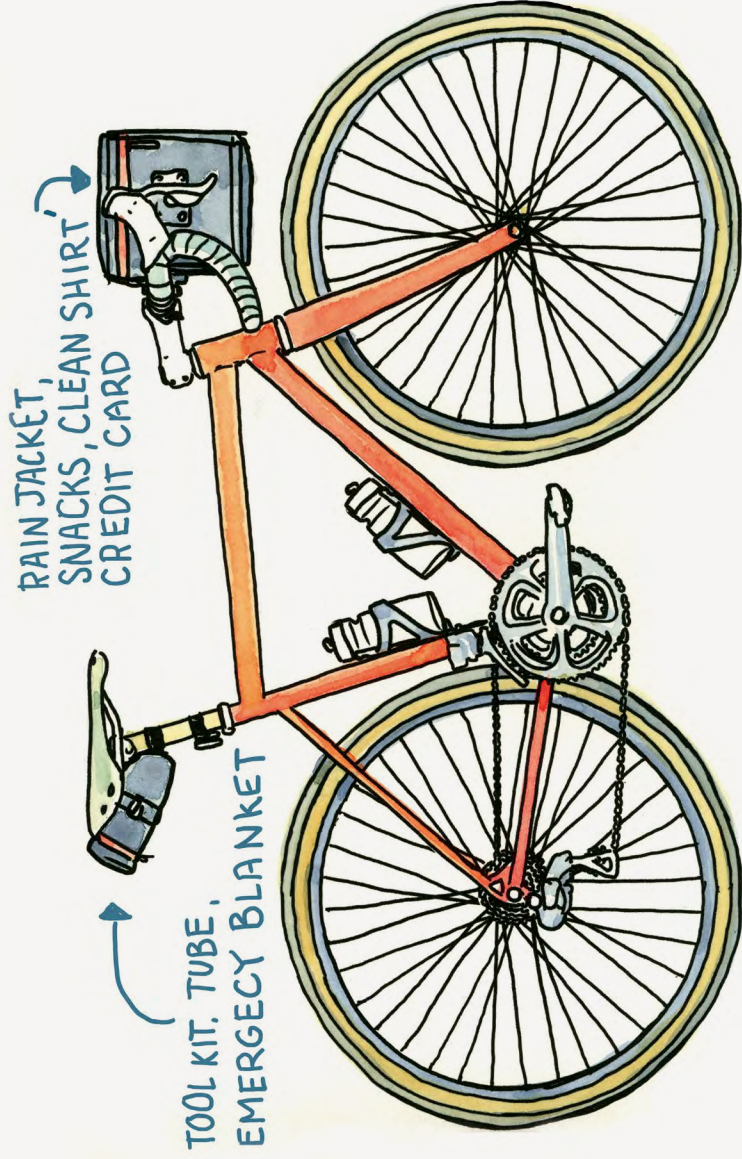
It can be unnecessarily intimidating to plan your first trip. It doesn't need to be a pioneering mission into the remote Tibetan plateau. Instead, pick an area you're already familiar with and find some back roads to get you there. Make it an overnighter from town and maybe even your friend with a real job can join and be back at the desk before their boss notices. Short trips are cheap too, especially if you avoid eating out and get good at preparing delicious meals with dry beans, rice, oats, and other staple ingredients. And if a weather system moves in at the last minute and thwarts your plans, grab a bunch of maps and meet up at a bar to scheme the next adventure instead.

To get you started, the following pages will illustrate different bike setups and lists of gear that you might want to bring along for each. Keep in mind that there are no steadfast rules, you can mix and match everything to suit your particular needs, cast members, goals, climate, or terrain.





CREDIT CARD



BIKE BAGS

- Blackburn Barrier Handlebar Bag
- Blackburn Barrier Seat Bag

SHELTER AND SLEEPING

- friend's couch, hostel or hotel
- emergency blanket

COOKING GEAR

- zippo, zitch, nada, none

HYDRATION

- water bottles

FOOD

- beef jerky, trail mix, bars, etc.

REPAIR AND SUPPLIES

- Blackburn Grid 8 MultiTool
- Blackburn Wayside CO2 + cartridge
- spare tube & patch kit
- master link for chain, extra nuts & bolts
- zip ties & duct tape

ELECTRONICS

- phone with necessary apps
- Blackburn Barrier phone case
- Blackburn 2'Fer light
- Blackburn Central 700 Front light
- chargers

SUNDRIES

- extra resealable bags
- sunscreen & chapstick
- toothbrush & paste

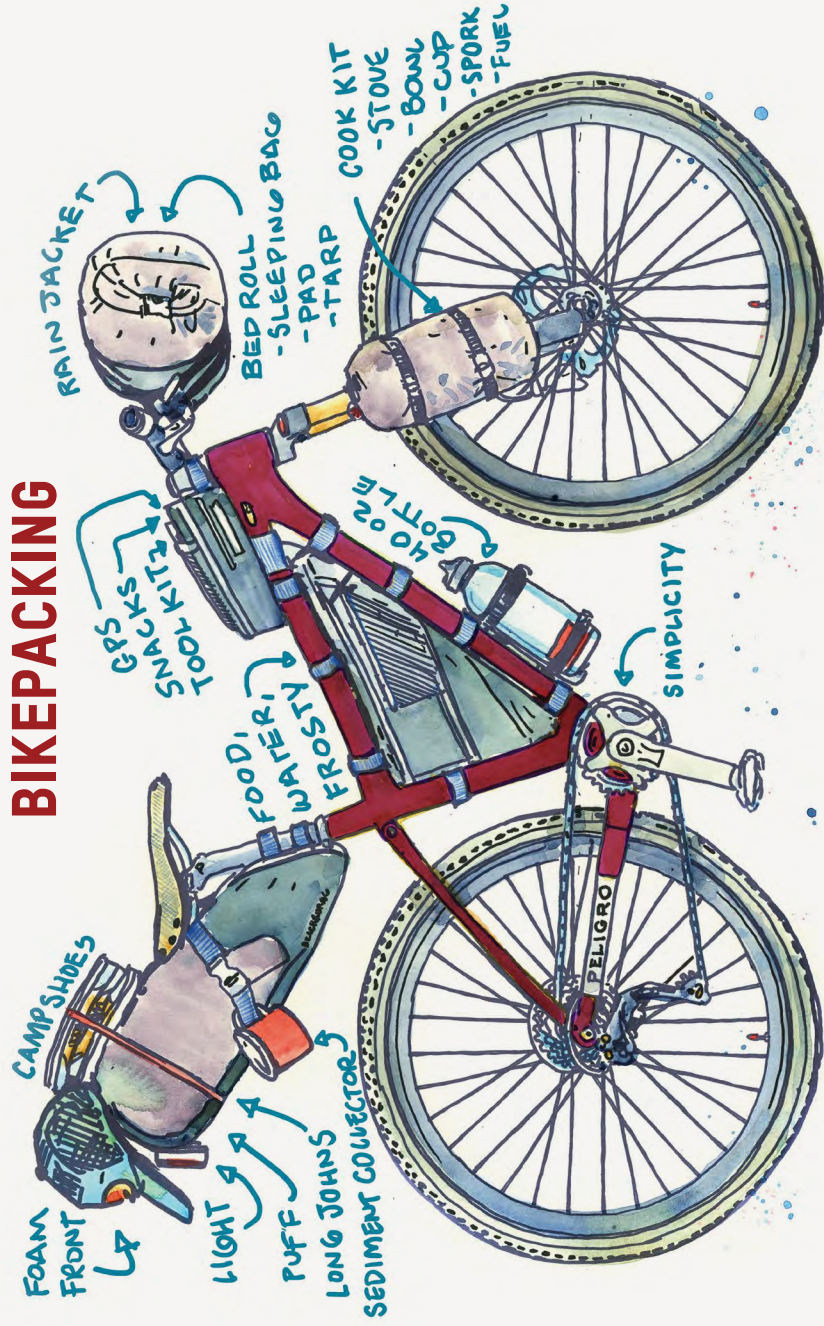
CLOTHING

- lightweight rain jacket and pants
- lycra riding kit
- arm and leg warmers cycling cap
- walkable cycling shoes
- socks (multiple pairs)
- cotton bandana
- sunglasses
- helmet
- padded cycling gloves

EXTRA CONSIDERATION

- lightweight 'street' clothes
- foam flip flops
- additional chamois
- camera
- USB battery pack

BIKEPACKING



BIKE BAGS

- Blackburn Outpost Seat Pack
- Blackburn Outpost Handlebar Roll
- Blackburn Outpost Frame Bag
- Blackburn Outpost Top Tube Bag
- Blackburn Outpost Cargo Cages + stuff sacs

SHELTER AND SLEEPING

- ultralight tent or tarp shelter
- sleeping bag
- ultralight air sleeping pad

COOKING GEAR

- backpacking stove + fuel
- lightweight mug
- spork
- pocket knife
- < 1L cooking pot
- pour over coffee maker + filters
- Ziplocs for trash

HYDRATION

- 3L+ Hydration System
- USB SteriPEN

FOOD

- beef jerky, trail mix, bars, etc.
- coffee, ground to suit device
- dried fruit
- meal in a bag
- drink mix
- oatmeal or hot cereal
- dried lentils or beans

REPAIR AND SUPPLIES

- Blackburn Wayside MultiTool
- Blackburn Wayside CO2 + cartridge
- Outpost HV Pump
- master link for chain, extra nuts & bolts
- zip ties & duct tape
- spare tube & patch kit
- tire boot/patch/repair
- small bottle of lube
- extra tubeless tire sealant
- rear derailleur hanger

ELECTRONICS

- phone with necessary apps
- Blackburn Barrier phone case
- Blackburn 2" Fer light
- Blackburn Central 700 Front light
- chargers
- paper maps

SUNDRIES

- extra resealable bags
- sunscreen & chapstick
- toothbrush & paste
- lighter
- toilet paper
- bug spray
- basic first aid kit
- chamois cream

CLOTHING

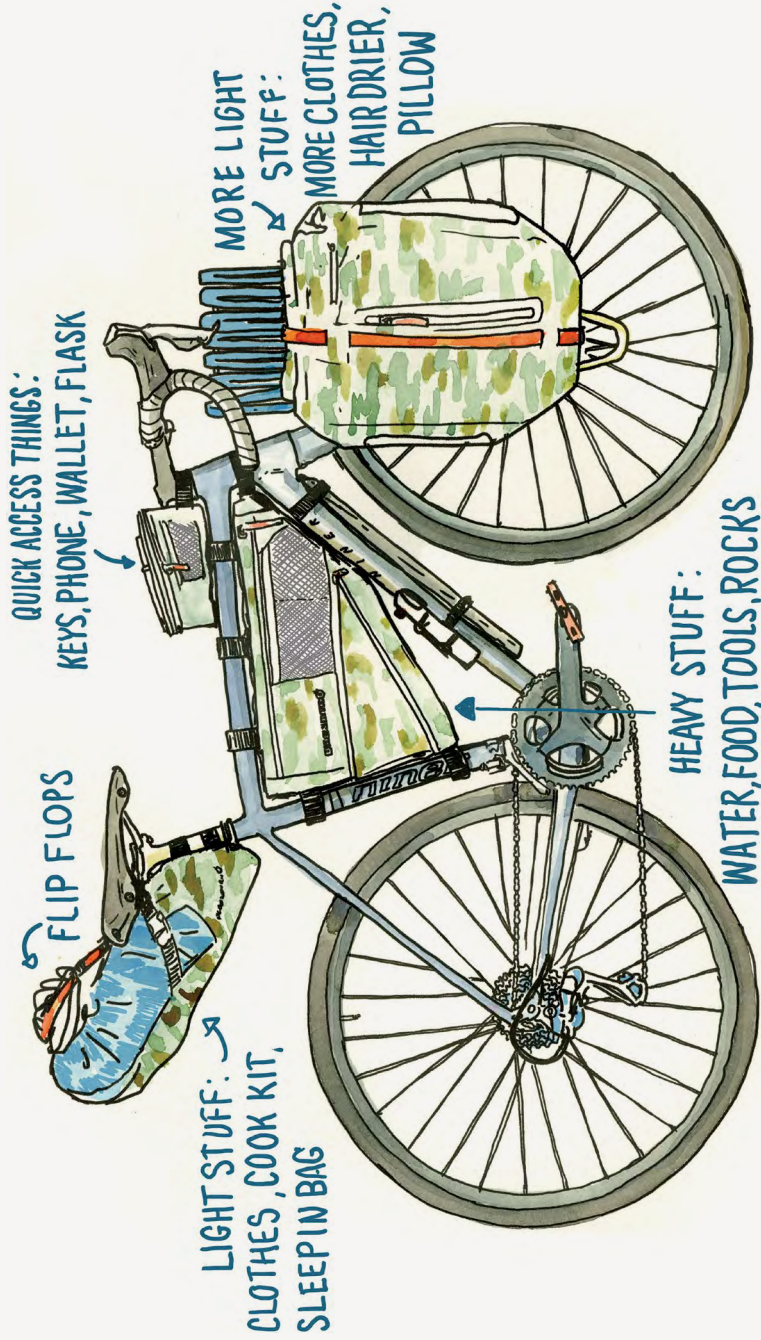
- lightweight rain jacket
- chamois (multiple pair)
- top base layers

- lightweight overshorts
- lightweight overshirt or jersey
- knee warmers
- cycling cap and/or baseball cap
- walkable cycling shoes
- socks (multiple pairs)
- cotton bandana
- sunglasses
- flip flops or ultralight running shoes
- thick wool camp socks
- helmet
- padded cycling gloves

EXTRA CONSIDERATION

- 4 season tent
- down jacket with hood
- warm gloves
- camp clothes
- rain pants
- wool cap
- bourbon
- sling shot or other distraction
- harmonica, cards, dice or simple games
- book or tablet
- camera
- USB battery pack
- bluetooth speaker

MIX & MATCH



BIKE BAGS

- Blackburn Outpost Seat Pack
- Blackburn Barrier Panniers
- Blackburn Outpost Frame Bag
- Blackburn Outpost Top Tube Bag

SHELTER AND SLEEPING

- Blackburn Outpost Seat Pack
- Blackburn Barrier Panniers
- Blackburn Outpost Frame Bag
- Blackburn Outpost Top Tube Bag

COOKING GEAR

- mug & bowl
- fork, spoon or chopsticks
- pocket knife
- paring knife
- foldable cutting board
- backpacking stove + fuel
- <.1L cooking pot
- pour over coffee maker + filters
- additional pot and/or pan
- Collapsible Bowl
- Biodegradable Dish Soap + Scrubber
- Ziplocs for trash

HYDRATION

- 3L + Hydration System
- water filtration system

FOOD

- beef jerky, trail mix, bars, etc.
- coffee, ground to suit device
- dried fruit
- meal in a bag
- drink mix
- oatmeal or hot cereal
- pasta
- cooking oil
- dessert
- cocktail makings
- fresh vegetables or ingredients
- spice rack

REPAIR AND SUPPLIES

- Blackburn Wayside MultiTool
- Blackburn Wayside CO2 + cartridge
- Outpost HV Pump
- master link for chain, extra nuts & bolts
- zip ties & duct tape
- spare tube & patch kit
- tire boot/patch/repair
- small bottle of lube
- extra tubeless tire sealant
- spare spokes
- rear derailleur hanger

ELECTRONICS

- phone with necessary apps
- Blackburn Barrier phone case
- Blackburn 2' Fer light
- Blackburn Central 700 Front light
- chargers

EXTRA CONSIDERATION

- 4 season tent
- hip or shoulder bag
- warm gloves
- "street" clothes
- rain pants
- waterproof shoes or booties
- wool cap
- more bourbon
- sling shot, water pistol or other
- distraction
- harmonica, cards, dice or simple games
- book or tablet
- camera
- USB battery pack
- bluetooth speaker

GPS

- paper Maps

SUNDRIES

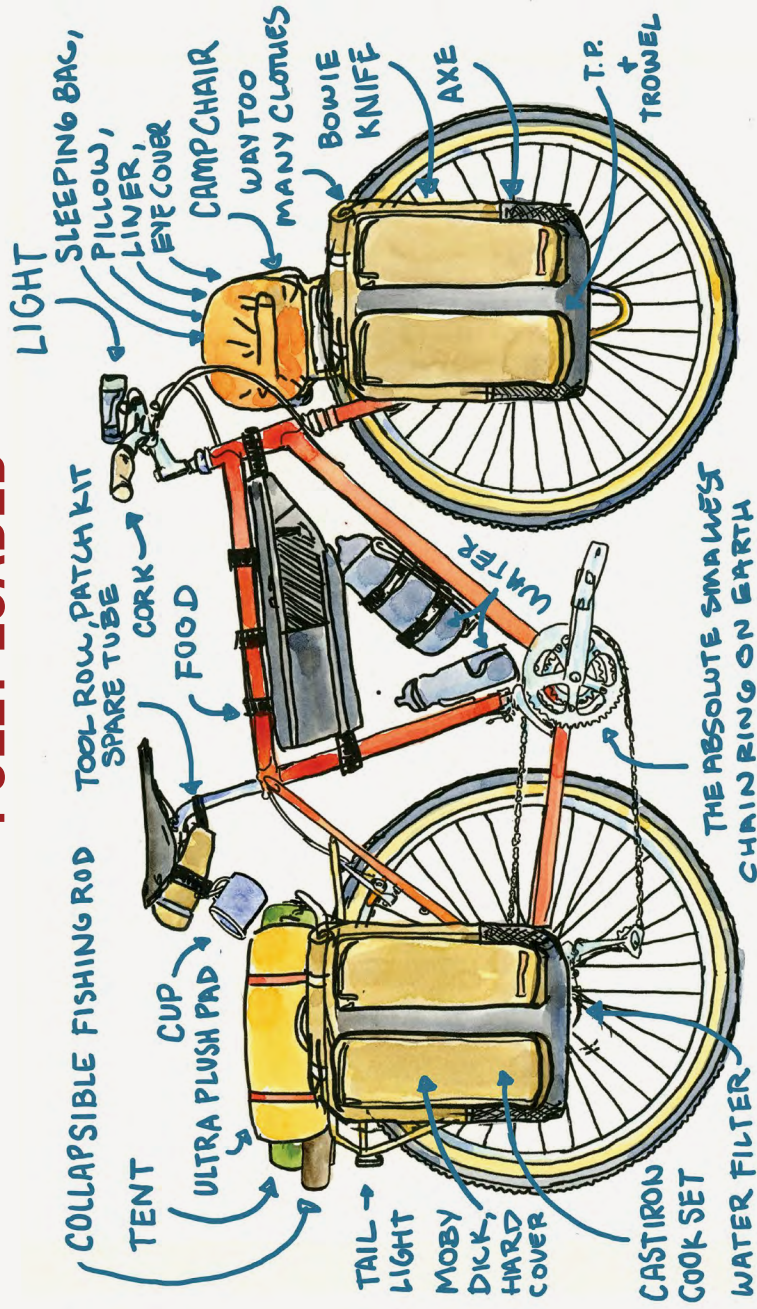
- extra resealable bags
- sunscreen & chapstick
- toothbrush & paste
- lighter
- toilet paper
- bug spray
- modest first aid kit
- chamois cream

CLOTHING

- lightweight rain jacket
- chamois (multiple pairs)
- top base layers
- overshorts
- lightweight overshirts or jerseys
- knee warmers
- cycling cap and/or baseball cap
- walkable cycling shoes
- socks (multiple pairs)
- cotton bandana
- sunglasses
- flip flops or camp shoes
- thick wool camp socks
- down jacket with hood
- helmet
- padded cycling gloves



FULLY LOADED



BIKE BAGS

- Blackburn Wayside Panniers x4
- Drybags 8-15L (strapped to rack)
- Blackburn Barrier Seat Bag
- Blackburn Outpost Frame Bag
- Blackburn Outpost Cargo Cage

SHELTER AND SLEEPING

- 4 season tent
- sleeping bag
- sleeping pad
- inflatable pillow

COOKING GEAR

- mug, bowl & plate
- fork, spoon or chopsticks
- pocket knife
- chef knife
- full size cutting board
- backpacking stove + fuel
- < 1L cooking pot
- coffee maker + filters
- additional pot and/or pan
- Spatula
- Collapsible Bowl
- Biodegradable Dish Soap + Scrubber
- Ziplocs for trash

HYDRATION

- 3L + Hydration System
- water filtration system

FOOD

- beef jerky, trail mix, bars, etc.
- coffee, ground to suit device
- dried fruit
- fish or meat
- drink mix
- oatmeal or hot cereal
- potatoes or pasta
- cooking oil
- dessert
- cocktail makings, beer or boxed wine
- fresh vegetables or ingredients
- spice rack

REPAIR AND SUPPLIES

- Blackburn Wayside MultiTool
- Blackburn Wayside CO2 + cartridge
- Outpost HV Pump
- master link for chain, extra nuts & bolts
- zip ties & duct tape
- spare tubes & patch kit
- tire boot/patch/repair
- small bottle of lube
- extra tubeless tire sealant
- spare tire
- spare spokes
- rear derailleur hanger

ELECTRONICS

- phone with necessary apps
- Blackburn Barrier phone case
- Blackburn 2" Fer light set
- Blackburn Central 700 Front light
- chargers

SUNDRIES

- extra resealable bags
- sunscreen & chapstick
- toothbrush & paste
- dental floss
- lighter
- toilet paper
- bug spray
- large first aid kit
- chamoi cream
- camp stool

CLOTHING

- lightweight rain jacket
- chamoi (multiple pairs)
- top base layers
- overshorts
- sunglasses
- knee warmers
- cotton bandana
- rain pants
- lightweight overshirts or jerseys
- cycling cap and/or baseball cap
- walkable cycling shoes
- socks (multiple pairs)
- flip flops or camp shoes
- thick wool camp socks
- down jacket with hood
- "street clothes"
- helmet
- padded cycling gloves

EXTRA CONSIDERATION

- hip, shoulder bag or small backpack
- warm gloves
- waterproof shoes or booties
- wool cap
- more bourbon
- sling shot, water pistol or other
- distraction
- harmonica, cards, dice or simple games
- guitar, dulcimer or ukelele
- novel or tablet
- prosumer camera
- USB battery pack
- bluetooth speaker
- binoculars
- fishing pole
- wide brimmed hat
- toaster

OUTRO

If you're overwhelmed, don't be. Bikepacking is different for everybody and each time you venture out you'll change how you do things. It's not death-defyingly dangerous like climbing Denali or crossing the Pacific in a canoe. Most likely you'll have cell service for much of the way, or be within walking distance of the nearest house if your bike spontaneously explodes. The penalty for failure is quite minimal so close your eyes, stick a pin in the map, bungee a sleeping bag to your handlebars, make a sandwich, and head out the door. Take notes on what works and what doesn't. Talk to friends who have bike camped more than you. Puruse trip reports online and geek out on bike setups. It's all a learning curve, but it's really hard to have a bad time out there.

Recognize that even the most experienced cyclists fail constantly. And that's okay. It's fine if you don't reach Point X or cover Y miles. The best thing you can bring with you on your trip is a good attitude. It's easy to be in a great mood when everything is going well, but the ability to stay chipper through terrible weather, unexpected re-routes, or apocalyptic mechanical failure is what makes the difference between a great adventure story and a miserable time.

Embrace the whimsy, discard your expectations, meet new people, keep exploring, and stay curious. That's what makes this fun: unknown places, fresh faces, and new experiences. Get out there, have a blast, and roll with it.





There are no rules.





CREDITS:

Words: Gabriel Amadeus is exploring the world one serendipitous misadventure at a time. Born in a canoe in Michigan's Upper Peninsula; learned what good beer was in Duluth, Minnesota; and fell in love with the grandeur of Oregon ten years ago. Gabe brings good spirits, a crooked compass, and contagious optimism everywhere he goes. Entrepreneur, mischief seeker, tinkerer, photographer, writer, awe enthusiast. Co-founder of Limberlost. Gabriel has been described as the U.S.' preeminent bikepacking expert and is a contributor for Bicycling Magazine, The Radavist, Dirt Rag, Outside Online, Bicycle Quarterly, Travel Oregon, Bicycle Times, Expedition Portal, Bunyan Velo, Stay Wild, and many others. **Follow along at Limberlost.co**

Photos: Brian Vernor is a seasoned & crusty bike adventurer. Brian has a fantastic eye for not only epic ride scenes, but also the details and quirks of travel and the local flavors in general. Brian is a highly regarded professional photographer and has had his share of features and magazine covers over the years. **brianvernor.com**

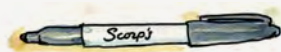
Alex Thompson – We wanted this film to have a score that was as original and inspirational as the trip itself. So, it totally made sense to bring the musician along! Alex is a man of many talents, including music, but cycling isn't one of them. His bike experience consist of throwing a leg over a rusty cruiser and riding to the surfboard factory where he and his wife and make amazing boards with love and devotion. **theshapesmusic.com**
ashleyloydsurfboards.com

Chris McNally – Illustration lets us show things that can't be captured through a camera and ignites the imagination of this film. Chris is not only a talented artist, but is also a bona fide cycling enthusiast. From racing of all sorts to touring in exotic places, he has a wealth of experience and knowledge about the world of cycling, which literally helps to navigate this adventure. **chrismcnally.com**

NOTES:

SPECIAL THANKS:

- Staff of Blackburn
- Niner Bikes
- New Belgium Brewing
- Encompass Films
- Alex Thompson
- Verve Coffee
- Yeti Coolers
- Levi's Commuter
- Tom and Robin Morrissey
- ...and many others



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