

Two Blind to Ride pushing the bike through a snow storm in Oregon, USA.



Stage 4: Phoenix to Prince Rupert

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Total to date:
Ushuaia Prince
Rupert
21,811 km / 13,523
miles
Dec 2011 – May 2013



A 16,000-mile journey to raise awareness about blindness and the abilities of the visually impaired.

Overview

Leaving our Phoenix, Arizona home base took a lot of encouragement and grit. Watching a large-screen TV from a soft sofa and sipping a cold beer felt like the trip had ended; however, we still had two stages to go and two large countries to cross – the US and Canada. The two-week break ended up to be four weeks, but we got back on the road and continued north. In Oregon and Washington, we were able to share our project with presentations to the general public and to students of all ages. Our raising awareness campaign continued into Vancouver and Vancouver Island. For the most part, hosts along the way set up talks for us with their respective communities.

Stage 1:

Ushuaia to Santiago
3457 km / 2143 mi
Dec 2011 – May 2012

Stage 2:

Santiago to La Paz
2616 km / 1622 miles
May 2012 – Aug 2012

Stage 3:

La Paz to Panama City
5444 km / 3375 mi
Aug 2012 – Nov 2012

Stage 4:

Panama City to Phoenix
5669 km / 3508 mi
Nov 2012 – Feb 2013

Stage 5:

Phoenix to Prince Rupert
4153 km / 2575 mi
Feb 2013 – May 2013

Stage 6:

Lake Watson to Deadhorse
TBD km / TBD mi
June 2013 – Aug 2013

Project Summary

We did not visit any schools between Phoenix, Arizona and Reno, Nevada. From Reno to Prince Rupert in British Columbia, Canada, we were able to get on TV news and into newspapers and we visited various organizations and schools to promote our awareness campaign.

Sharing Our Project Through the US and Canada

Nevada, Oregon & Washington

Opportunities came up by our own efforts and the efforts of our hosts along the way. We presented to the Lions Club in Sparks, Nevada (near Reno); visited two schools in Reno, got on the news in Bend, Oregon; presented in Portland, Oregon; presented in Snoqualmie, Washington; and visited schools in Anacortes, Washington. All of these visits help us raise awareness about blindness and encourage people to rethink their sense of boundaries.



Figure 1 Presenting to the Lions Club in Sparks, Nevada.

Vancouver & Vancouver Island

We made contact with the British Columbia Blind Sports prior to our arrival in Vancouver, Canada. The organization connected us with the Accessibility Media Inc. to do a news story on us and our project. We also met some of the students and athletes involved in the program.

While taking the ferry over to Nanaimo on Vancouver Island, we met some island residents who offered to host us when we passed through their towns. They also got involved in our awareness campaign and contacted various schools and news media for us to further promote our awareness campaign.

In Courtenay, we spoke to elementary school students and we had a radio interview on JET FM. A day's ride north of Courtenay, we stayed with hosts in Campbell River. Our hosts arranged an interview with the local newspaper, Campbell River Mirror. We also visited two elementary schools and a high school in Campbell River. Both news clips are on our website in the Archives page under "In The News." We promised to come back into the studios if and when we complete our journey and return to Phoenix later this end-of-summer.



Figure 1 Presenting to a group of high school students in Campbell River, Vancouver Island, Canada.

Ride Summary

Desert Camping in Death Valley

Although desert crossings can be challenging because of limited sources of water, the freedom to camp anywhere is appealing. Sources of water were approximately 50 or 60 miles apart. We carried up to 4 gallons of water to ensure we had enough for the crossing. More than often, we planned finishing our day of riding around five miles before the next town and camp for the night. With whatever water we had left, we used it for dinner and for doing a good wipe-down. Even in March, daytime temperatures could soar to 100 degrees Fahrenheit!



Caught in the Snow in Oregon

From the soaring heat in Death Valley, we entered the cold northwest. In southern Oregon, the temperatures dropped to the low 40's, and in northern Oregon, we got caught in a snow storm.

North of Madras, on our way to Portland, we crossed a 3,500-ft pass that started out raining, then hailing, and then snowing. Fortunately, we had a complimentary cabin waiting for us some 25 miles ahead in Maupin. When we arrived at the cabin, we went straight for the hot shower to thaw our frozen bodies.

Nights in Bolivia were cold, but the days were warm. This particular snow storm in Oregon was both wet and cold, and we didn't have the comforts of being inside our sleeping bags.

The Inner Passage (Canada)

We opted to cross Canada through Vancouver Island and the Inner Passage up to Prince Rupert. Ultimately, we would hook up with the Alaskan-Canadian Highway up in Watson Lake in the Yukon. The photo to the right is the ferry from Port Hardy in the northern part of Vancouver Island to Prince Rupert, a 13-hr crossing along Canada's pristine coastline.



Expense Summary

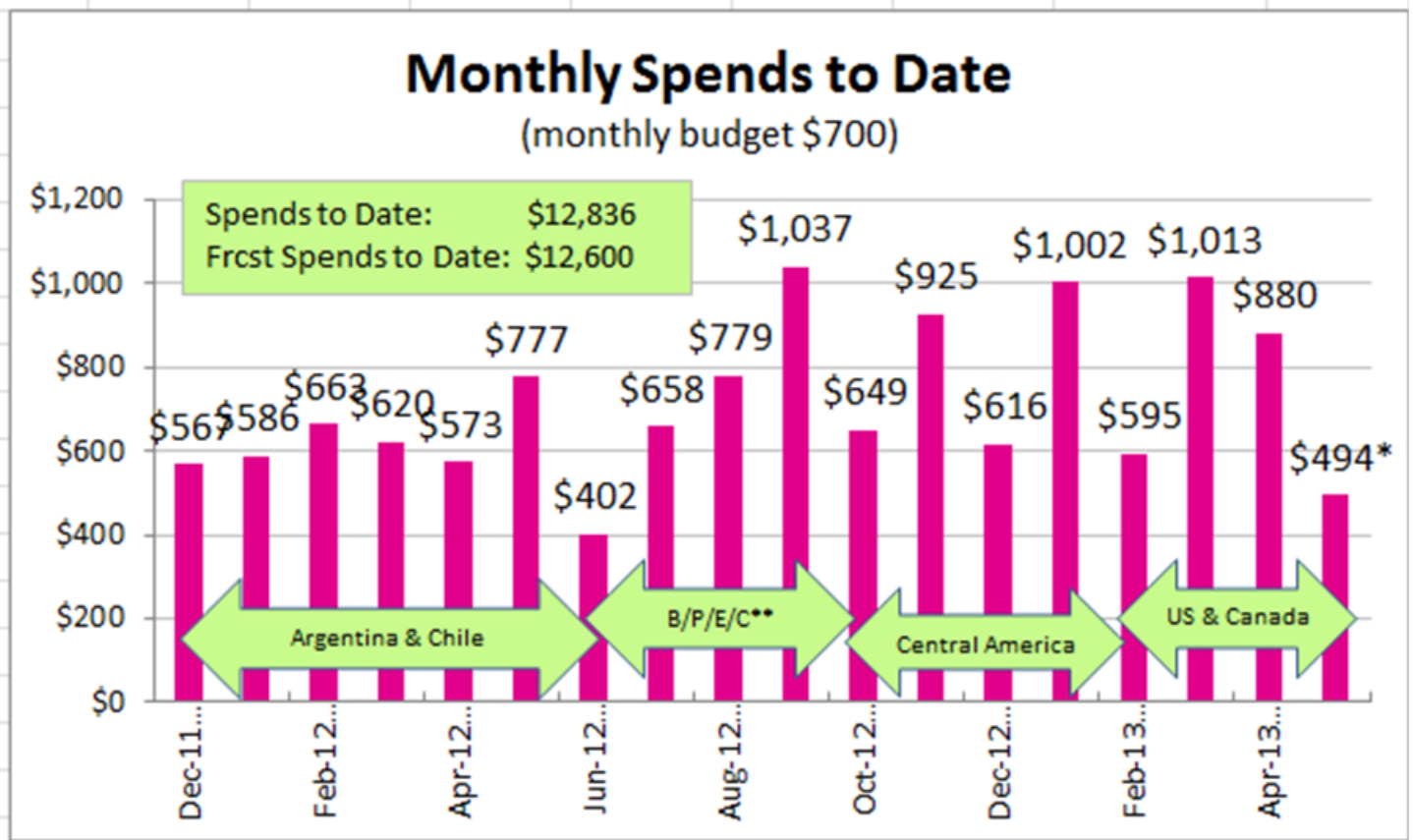
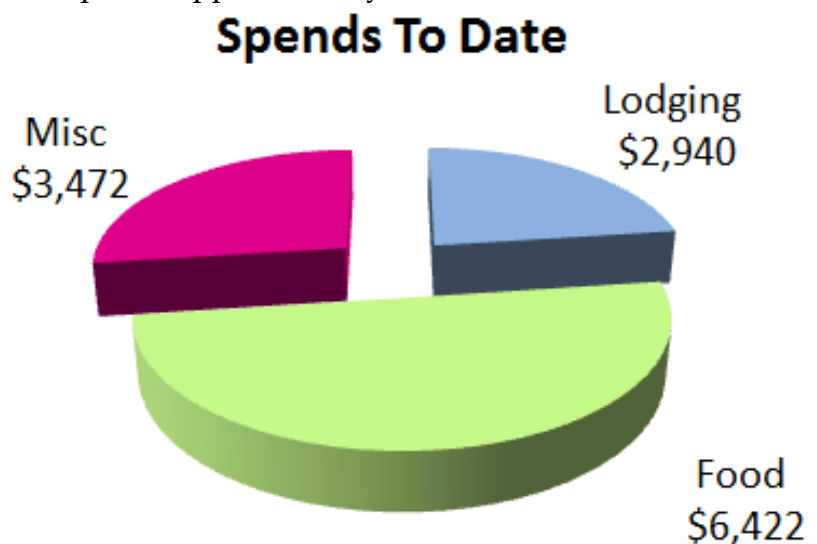


Figure 1 * May 2013 Spends to May 20th, ** B/P/E/C is for Bolivia, Peru, Ecuador and Colombia.

We have been budgeting for the past 16 months on the road. The monthly spends shown in the bar chart above are tracked to ensure we have enough money to complete the entire 18-month journey. In addition to these spends, we have the Extra-Ordinary Spends that include bike repairs, ferry tickets, etc... To date, our Extra-Ordinary Spends have totaled \$4,467; therefore, the grand total for the past 16 months from Ushuaia to Prince Rupert is approximately \$17,300.

In the pie chart to the right, Food is nearly 50% of the total spends on a daily/monthly basis. For Stage 5, we did not pay any fees for camping. We did stay in hotels a couple of nights. However, we used the warmshowers.org to find accommodations in the towns and/or cities that we were passing through. Warmshowers.org is a website that connects cycle tourists with other cyclists who can host them. We have had great luck and experiences in meeting host cyclists.



Special Thanks

We want to extend a special thanks to the following people and businesses for supporting our project and for making it possible financially. Their contribution enables us to spread our message that everything is possible throughout both of the Americas and to the rest of the world.

THANK YOU!

Thanks for your donation!

Scott Parsons
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DiAnn Galm
Bryan Johnson
Dale Miller
Raymond Landis
Renee Defeo
Dale Mallison
Laurel Arendt
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