

Ultra Cycling

July – October 2008
Vol. 17 Nos. 4 – 5



RAAM Qualifiers in 2009

These races aren't just for riders planning to do RAAM—they are challenging races in their own right. Every rider who qualifies for RAAM receives a custom plaque from the UMCA.

Each of these is also an Ultracup and World Cup race.

The Ultracup and World Cup Difficulty Points (DP) are listed.

Full Ultracup and World Cup calendar at: <http://www.ultracycling.com/events/races.php>

Jan 10 2 DP	Token 24-Hour http://www.southernhighlandscc.com.au	Australia
Feb 14 1.74 DP	Sebring 24-Hour Non-Drafting http://www.bikesebring.org	FL, USA
Mar TBD DP TBD	Texas Hill Country, 375 miles http://www.raceacrossoregon.com	TX, USA
Apr 3 3 DP	Heart of the South 500 http://www.heartofthesouth500.com	AL, USA
May 2 1.74 DP	Davis 24-Hour Challenge http://www.davisbikeclub.org	CA, USA
May 7 4 DP	Race Around Slovenia, 1,182 km http://www.dos-extreme.si	Slovenia
Jun 17 7 DP	Team Race Across America, 3,008 miles http://www.raceacrossamerica.org	USA
Jul 3 2 DP	Radmarathon, 715 km http://www.radmarathon.ch	Switz
Jul 10 2 DP	Fireweed 400 http://www.fireweed400.com	AK, USA
Jul 11 3.6 DP	Race Across Oregon, 527 miles http://www.raceacrossoregon.com	OR, USA
Aug 6 DP TBD	Race Around Central Europe, 1,200 km http://extremrace.3nec.cz	Czech
Sep 5 1.74 DP	Ultra Midwest 24 Hour http://www.ultramidwest.net	IL, USA
Sep 12 3 DP	HooDoo 500 http://www.planetultra.com	UT, USA
Sep 16 4 DP	Race Around Ireland, 1,350 miles http://www.racearoundireland.com	Ireland
Sep 18 3 DP	Adirondack 540 http://www.adkultracycling.com	NY, USA
Sep TBD 3 DP	Tejas 500 http://www.tt24tt.com	TX, USA
Oct 31 2.4 DP	Desafio 24-Hour http://desafio24h.blogspot.com	Brazil

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July – October, 2008

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Membership in the UMCA

Includes a subscription to *UltraCycling* for a calendar year at the following rates (US \$):

USA: \$35

Can/Mex: \$45

All Others: \$55

Membership form on page 82.

Deadlines for Copy

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UltraCycling will publish letters to the editor on topics of general interest to UMCA members. Letters are limited to 300 words and are subject to editing. Submit letters with full name, current address and phone to the UMCA office.

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ON THE ROAD

by John Hughes

Looking Ahead

RAAM 2006, Somewhere in Oklahoma

“Fuzzy, I can’t possibly finish RAAM—I have over 1,500 miles to ride.”

Lee Mitchell, my crew chief, replied: “Just keep pedaling to the next town.”

“I’ll never get to Savannah!”

“This is how we get across—one town at a time.”

When I’m doing an endurance ride—from 100 to 3,000 miles—I try not to think too far down the road. But staring at my front wheel isn’t a good way to lead an organization or lead my own life.

The Future of the UMCA

I prepared the vision statement for the Board on page 3, which the Board discussed and approved.

The current priority is to finish building the infrastructure to serve the current membership as well as anticipated growth. We are well on our way to completing this:

- John Ceceri has taken over layout of the magazine and is doing a stellar job.
- Larry Ide, Gale Long and Sven-Erik Olsson are building the 2009 calendar:
www.ultracycling.com/races.php
www.ultracycling.com/events/rides.html
- Mark Newsome has put the membership database on-line so that key information is available to you:
www.ultracycling.com/membership/membership.php
- Mark has also created an on-line form so you can renew your membership and pay by credit card:
www.ultracycling.com/registration/registration.php
- Dave Watkins has set up an on-line system for entering and tracking Ultracup points:
www.ultracycling.com/standings/ultracup-standings.php

I now have more time to look to the future and



implement my vision, thanks to the improvements above and to our fine volunteers who run our programs for you.

I have had a vision for the sport and the UMCA since I became director in 1998 and my vision statement continues in the same direction:

- Provide the best possible information about the sport;
- Offer programs for each of the formats of ultracycling; and
- Provide services to the ultracycling community

We continue to provide the best possible information; however, we are rethinking the media by which we do so. When I became Managing Director race results were news when published in *UltraCycling*; now they are available almost

instantly on the Internet. Similarly, members waited for program standings to appear in the magazine; now they are available on-line. Thus, we are now using electronic media to provide you with news more quickly:

- Our website: www.ultracycling.com
- The Google chat list: ultracyclists@googlegroups.com. To sign up send an e-mail to Terry Brown (brown@hughes.net)
- Our new Twitter account: twitter.com/ultracycling. To sign up go to twitter.com.

We will continue to offer the same programs: the Year-Rounder, the Ultracup, Records and qualifying for RAAM and we also recognize that ultracycling is an international sport. In his President's column on page 14, Nick Gerlich makes the case for pursuing international members in larger numbers. A priority in the future will be to increase international participation in our programs. I have had requests to sanction RAAM qualifiers in Australia, Ireland, which I did, and discussions are under way with event organizers in Italy and New Zealand. We are establishing a new website www.ultracycling.eu linking back to our main.

This does not mean neglecting ultracyclists in North America and I don't expect rapid growth in European membership. So far this year 44 records have been certified—five were in Europe. If we increase that to 10 records over the next several years I'll consider that successful! In addition to new qualifiers in other countries we are adding a qualifier in March in the Texas Hill Country and sanctioning the Davis 24-hour in May as a RAAM qualifier. Check out the full list of qualifiers on the inside front cover.

Providing more services to ultracyclists and especially to event directors is also a priority now and in the years ahead. By helping them to put on better events and to survive the difficult economy we directly help the riders. We already provide event insurance as well as marketing help via the website and magazine. We've set up a discussion group on Google for directors to share ideas. We are trying to think of ways to help the directors attract more riders. My key question to the event directors is: what else can the UMCA do to help you?



Thus, my vision remains the same:

- Provide information
- Offer programs
- Provide services

Thanks to the help of many, many members we continue to make progress toward this vision!

Future of John Hughes

I am very pleased that the Board renewed my employment agreement (see page 17) and that I can continue to serve you and to make progress on my vision for the sport. However, I also need to rebalance my life a bit. I cut back on work this summer so I could spend more time with my girlfriend Carol and her three daughters: Kirstin, Lisa and Erika. This was their last summer at home. Kirstin has moved up the road to Ft. Collins. Lisa is now in her first year of the Linguistics Ph.D. program and Northwestern. Erika is a frosh at University of Vermont. I'm glad I took the time—family is important!

As a result I'm combining the last three issues of the magazine into two larger issues. You are still getting all the content, but it's logistically easier. I'm glad I was smart enough to look up from my front wheel and think about the future of the UMCA and my own life. And I appreciate the opportunity to share my thoughts with you, the members I serve.

The Future of Ultracycling

John Hughes

As I wrote in the Constitution the purpose of the UMCA is to increase participation in and visibility of the sport of ultracycling. Our responsibility is to look beyond the current UMCA to what ultracycling can and should be. Ultracycling includes many formats: endurance cycling, randonneuring, record-setting and racing, drafting and non-drafting, solo and team. The diverse fields in ultracycling events demonstrate that the sport is international. The UMCA is the only international organization that supports all of the formats.

Over the past 10 years we have built the sport with three strategies, strategies serve the UMCA and the sport more generally:

- Providing the best possible information about the sport;
- Offering programs for each of the formats of ultracycling; and
- Providing services to the ultracycling community

In the years ahead the UMCA will continue to use these three core strategies so serve our members as well as new constituencies.

Near-term strategies

Providing information

1. Recruit sufficient editorial staff to cover every World Cup event in a timely manner on the website and in the magazine.
2. Translate key program documents (rules, etc) into multiple languages.
3. Plan how to make ultracycling.com an international website rather than an American website with international appendages.

Offering programs

4. Assess which program(s) are most likely to appeal to new constituencies in which geographical regions.
5. Identify focused priorities, determine if the necessary resources are available and develop phasing strategy.

6. Create partnerships with other cycling organizations and events to increase the visibility of the UMCA and our programs.
7. Continue to diversify the Board, Board committees and program volunteers to include the new constituencies.

Providing services

8. Discuss with constituencies which new services might be most beneficial.
9. Assess resources required to provide these services, determine if resources are available, and develop phasing strategy.

Organization

10. Revise Constitution, Bylaws and other organizational documents as necessary to support the above strategies.

Implementation

1. Finish building the infrastructure to serve the current membership as well as anticipated growth.
2. Concerted effort by each Board member to promote the UMCA and attract new / renewing members to replace those lost due to politics.
3. Managing Director proposes to the Board more specific plans for moving forward on points 1 to 10 above and Board approves 2008-9 plans.

2008 and beyond

As noted above the purpose of the UMCA is to increase participation and visibility of the sport of ultracycling. The three main strategies will remain central to our vision and our planning.

We provide to the ultracycling community:

- Information;
- Programs;
- Services.

Annually the Managing Director will report to the Board on current progress and propose to the Board more specific strategies based on current conditions and progress, opportunities and the available resources.



3 days • 375 miles • 9 historical lighthouses
February 6-8, 2009 • Old San Juan, Puerto Rico



Lighthouse Cycling Tour 09'



3 days, 375 miles, 9 historical lighthouses
Puerto Rico • 2009



Day I : **150 miles**
 Day II : **100 miles**
 Day III: **125 miles**

February 2009 Agenda:

- Quit your indoor cycling class for a week
- Drop your snow shovel
- Pack your bags with summer clothes and sunscreen
- Fly to Puerto Rico!!

NO PASSPORT REQUIRED!

www.lighthousecyclingtour.com

REGISTER NOW!!

www.active.com

Registrations close midnight, November 30, 2008

Randonneurs, triathletes, ultracyclists and the
 avid cycling enthusiasts are all welcome!!



Sounds Like a Broken Record

By Drew Clark, UMCA Records Chairman

As of the time of this writing, more than 40 records have been broken already in 2008. They are all noteworthy, but a few caught my attention for some special aspect of their record.

If we had a record for broken records, Gerry Edlemon would surely have it. He has added his name to the record book 10 more times just this year.

And speaking of lots of records, be sure to look at the record summary for Tim Carroll. He must have the record for most records in a single day (almost). Carroll set records for all six directions, including double-crossing records, in Connecticut in just over 24 hours total time.

Another notable ride was made by Bryce Walsh at the Ed Rudolf Velodrome in Northbrook IL, where Walsh set the UMCA 1000 km record in 33 hr 1 min 3.99 seconds. What the record summary does not show is that along the way, Walsh broke the long-standing 24-hour record for that particular velodrome set by legendary Lon Haldeman back in 1981 (just over 450 miles). Walsh logged just over 470 miles for the 24-hour ride, then continued to the 1000 km mark for his UMCA record. Of historical interest, the Ed Rudolf Velodrome record before Haldeman was just over 392 miles, so Haldeman had broken the previous track record by almost 60 miles. Now Walsh has added another 20 miles to that.

One of my favorites is the Kansas S-N record by Addie Johnson (14), Emily Ochs (15), Jaci Crist (14) and Lexie Woolf (14), all from the tiny



town of Quinter KS. The total of their ages is less than my age, for heavens sake! Gosh dang young whippersnappers! And they are not only young, they are fast! The fastest speed ever on any cross-state ride was the amazing ride by Nick Gerlich in 1994 (also Kansas S-N) with an average speed of 27.56 mph. These four young ladies on recumbents came very close to Gerlich's speed, sustaining an average speed for their Kansas S-N record of 26.71 mph.

Marko Baloh had a very impressive outing setting four records, including the 24-hour record. Baloh almost broke four hours for the first century. How many of us would even attempt such a blistering pace, knowing the ride will continue well past the century mark, for a full 24 hours? Baloh also set marks at 200 miles (8 hours 17 minutes 8.09 seconds) and 12 hours (over 286 miles). But Baloh's 24-hour mark of over 553 miles is a jewel among jewels in the UMCA record book. Even more impressive, the entire ride was on a flat (unbanked) outdoor track.

And there are more records in the works!

Setting Records

Setting a cross-state or other record is:

- challenging and rewarding
- an inexpensive way to earn Ultracup points
- great preparation with crew for RAAM qualifiers and RAAM
- fun!

Each record-setter receives a custom UMCA plaque.

More information: www.ultracycling.com

Baloh Shatters Record

Sets New 24-Hour Outdoor Track Mark:
553.048 miles/890.038 km

By John Hughes

On September 6-7, 2008 Marko Baloh shattered the bicycling world outdoor track record, covering 553.048 miles (890.038 km), 20 miles (32 km) farther than the old record. The record was set on the Polena outdoor track in Lenart, Slovenia.

The track was surveyed and one lap is 0.9591km long.

For comparison, Michael Secrest held the 24-hour outdoor track record (532.74 miles) and holds the indoor track record (535.86 miles) and Orlando Borini holds the outdoor road record (540.313 miles). Baloh held the 12-hour outdoor track record of 281.316 miles.

Baloh rode 928 laps averaging just 95 seconds / lap, 23.043 mph. He also set 12-hour, 200-mile and 100-mile records.

Baloh has competed four times in the Race Across America, has finished second and third in the European Ultracycling Championship (Race Around Slovenia) and holds the Slovenia East-West record.

UMCA officials observed the record attempt, counted laps and submitted the officials' report. Chris (Hoppo) Hopkinson was the chief official; he is also the UMCA vice president. Baloh is on

the UMCA Board of Directors.

Here is their story:

Marko: My opinion is that the 24-hour solo record represents one of the greatest challenges

for ultracyclists and I have wanted to attempt the 24-hour for some time. My friend and crew chief, Andrej Petrovic, and I started planning for it two years ago. This year everything came together and the September 6th 24-hour record attempt would be the highlight of my season (if not more?). I put the paperwork together, gathered the crew and four UMCA officials with Hoppo as chief official.

Hoppo: I arrived in Slovenia on Friday September 5th and was met at the airport and taken to Polena outdoor track in Lenart, where the 24-hour record attempt was going to take place the follow-



Baloh's wife Irma and daughters Ana and Tea wish him luck before his record ride.

ing day.

Saturday September 6th started as planned in a nice relaxed manner but I did notice there were very strong winds. There were a few cycle races before Marko's record attempt was due and I could tell that the racers were having problems



maintaining their speed due to the wind.

Marko: As usual things were hectic before the start so I could hardly wait to get to the start line. I was worried about the strong wind that had reached speeds up to 70km/h and I was not sure which wheels I should use. Listening to the advice from some experienced colleagues I opted for Zipp 999 wheel set and it was the right choice. I started out very fast and the first few hours I really enjoyed myself.

By the time night fell the wind dropped significantly and the temperature stayed warm. So, the night riding conditions were perfect. Even so, I had my first small crisis in the evening, but I was OK again after a few hours and my speed was up again until the morning. After the sun was up again, around 8 a.m., I started struggling with my speed again. This time it was far worse and it lasted far longer. Looking back, I see that my average speed for laps was still above 33km/h, but it felt like I was standing still....

Hoppo: Throughout the first day and through the night Marko was lapping like clockwork. There were no great difficulties and everything was still going well as the sun came up. At this point I was very happy about how things were going and decided to take a short snooze. So as not to be too far away I went to sleep for half an hour next to the track, so that if there were any problems I could be awoken immediately.

Marko: My legs felt useless, there was absolutely no power anymore and I became really wor-



Crew chief Andrej Petrovic hands a bottle to Marko Baloh

ried about the record. After struggling for some time, the thing that “woke me up” was a visit from Juré Robic and his family at the racetrack. They were very loud cheering for me and it was a huge morale booster. Somehow the power returned to my legs and the speed increased significantly. On top of that the countdown of laps began and it took my eyes and mind from the watch. I just pushed on the pedals and the record was closer with every lap covered.

When I finished the last lap (according to the countdown), a big burden fell off my shoulders and I was really flying in the last part. People were amazed (as I was) that I could put some of the fastest laps in 24 hours in the last half an hour of the attempt.

Hoppo: I am glad I was able to officiate my friend Marko’s record attempt as I consider myself lucky to have witnessed such a masterful display of bike riding. Not once in 24 hours did Marko stop or take a break. Not only is it Marko’s finest 24 hours, it is the finest 24 hours I have ever witnessed. He has earned and deserves every one of these records.

Marko: After the race I was just too tired to enjoy myself. Of course I was happy and I did all the interviews and I thanked my crew and family as well as all the officials for their hard work over the last 24 hours. But only now, a few days later, when I look at the photos from the finish it sends chills down my spine. It really was the ride! I just cannot imagine doing any better than this. The number 890 kilometers is just too



Marko Baloh racing through the night



From left: Igor Vidic writing the log sheet for Guinness World Records, and UMCA officials Matjaz Jelovcan, Mira Gasparic and Chris Hopkinson

out there to comprehend. I think it shows that we “old men” of ultra cycling are still the force to be reckoned with. I am already thinking about my next goal and it might just as well be trying to do better at RAAM...

I am thankful to all the crewmembers and the officials, Chris Hopkinson (chief official from England), Mira Gasparic, Matjaz Jelovcan and Franc Krivec (all from Slovenia) for taking their time to witness my record attempt. Especially

Baloh's records

100 miles in 4h 00m 29s

This surpasses all UMCA-sanctioned times for an outdoor track, exceeded only by Rod Evans' 1994 indoor velodrome time of 3:47:26.

200 miles in 8h 17m 8.09s

This surpasses all UMCA-sanctioned times for an outdoor track, surpassed only by Michael Secrest's 2007 indoor track time of 8:16.

12 Hour: 286 miles 314 feet

This surpasses all UMCA-sanctioned times for 12-hour track (indoor or outdoor).

24 Hour: 553 miles 255 feet

This surpasses all UMCA-sanctioned times listed for 24-hour track (indoor or outdoor).

this stands for Hoppo, who came all the way from England and he always is more than just an official — he is great company to be with, a good friend and the best motivator imaginable. A sincere thanks to everyone helping me achieve (one of) my dream(s)...

100 mile & 50k winter races on marked trails in remote frozen Alaska!

February 14-16, 2009
2 races 3 divisions: ski - foot - bike



www.susitna100.com



2008 Records

Drew Clark, Records Chair

Marie Handrahan, Deputy Chair

Certified as of September 23, 2008



Kentucky S-N

Gerry Eddlemon, 63, Knoxville, TN
March 30, 2008, Official: Donald Sullivan
13h 14m, 208.4 miles, 15.75 mph

Indiana W-E

Joel Sothern, 51, Laguna Niguel, CA
May 4, 2008, Official: Tony Goodnight
6h 59m, 154.1 miles, 22.07 mph

Louisiana W-E

Shellene Foster, 38, Wylie, TX
April 12, 2008, Official: Mark Metcalfe
10h 50m, 220.5 miles, 20.35 mph

Louisiana E-W

Mark Metcalfe, 50, Duncanville, TX
April 13, 2008, Official: Shellene Foster
12h 13m, 220.5 miles, 18.05 mph

Delaware

Gerry Eddlemon, 63, Knoxville, TN
April 29, 2008, Official: Mark Christy
E-W: 2h 16m, 37.9 miles, 16.72 mph
W-E: 1h 43m, 37.8 miles, 22.02 mph
E-W-E: 4h 5m, 75.7 miles, 18.54 mph

Oregon N-S

Vicki Pelton, 56, Redwood City, CA and Timothy
Woudenberg, 51, Moss Beach, CA
May 3, 2008, Official: Bob Redmond
17h 15m, 291.4 miles, 16.89 mph

Washington E-W

Ross Muecke, 43, Kennewick, WA
April 11-12, 2008
Officials: Harold Trease and Lynn Trease
1d 9h 38m, 462 miles, 13.74 mph

New Jersey

Gerry Eddlemon, 63, Knoxville, TN
June 28, 2008, Official: Mark Cristy
W-E: 4h 44m, 77.3 miles, 16.33 mph
E-W: 5h 55m, 77.2 miles, 13.05 mph
W-E-W: 10h 40m, 154.5 miles, 14.48 mph

New Hampshire

Gerry Eddlemon, 63, Knoxville, TN
May 4, 2008, Official: Mark Cristy
E-W: 5h 49m, 79.6 miles, 13.68 mph
W-E: 6h 52m, 79.1 miles, 11.52 mph
E-W-E: 12h 43m, 158.7 miles, 12.48 mph



Left to right: Emily Ochs, Jaci Crist, Lexie Woolf and Addie Johnson before they started their record attempt.

Utah E-W

Kevin Walsh, 51, Lancaster, CA
June 2, 2008, Official: Scott Dakus
1d 00h 41m, 338.5 miles, 13.71 mph

Indiana N-S

Scott McIntosh, 39, Chicago, IL
May 18, 2008
Officials: Bryce Walsh and Adam Ratcliff
17h 33m, 301 miles, 17.15 mph

Utah W-E

Scott Dakus, 44, Henderson, NV
May 31, 2008, Official: Kevin Walsh
20h 37m, 338 miles, 16.39 mph

Michigan N-S

Wendell J Hyink, 61, Niles, MI
June 28, 2008, Men 60-69, Official: Bill Kulwicki
1d 2h 39m, 374 miles, 14.03 mph

New Hampshire W-E

Christopher Hodges, 40, Thornton, NH
May 16, 2008, Official: Brett Walker
4h 16m, 80.0 miles, 18.75 mph

Illinois

Paul Carpenter, 49, Batavia, IL
August 16, 2008, Official: Larry Ide
E-W: 7h 38m, 155.2 miles, 20.33 mph
E-W-E: 16h 18m, 310.2 miles, 19.03 mph

Vermont N-S

John Fuoco, 52, Lewistown, PA
July 12, 2008, Men 50-59, Official: Brian Lewis
9h 24m, 175.0 miles, 18.62 mph

Kansas S-N

Addie Johnson, 14, Emily Ochs, 15, Jaci Crist, 14,
Lexie Woolf, 14, Quinter, KS, Recumbent
August 31, 2008, Official: Sara Kay Carrell
8h 43m, 232.8 miles, 26.71 mph



Left to right: Emily Ochs, Jaci Crist, Lexie Woolf and Addie Johnson after they set a new Kansas S-N record.

Illinois

Larry Ide, 50, Monmouth, IL
August 15, 2008, Official: Paul Carpenter
E-W: 6h 59m, 155.2 miles, 22.22 mph
W-E: 8h 35m, 155 miles, 18.06 mph
E-W-E: 15h 52m, 310.2 miles, 19.55 mph

Illinois W-E

Eric Johnson, 47, Quinter, KS
July 25, 2008, Recumbent, Official: Jim Zarek
9h 01m, 157.9 miles, 17.51 mph

Iowa S-N

John Harthoorn, 57, Watkins, IA
June 21, 2008, Recumbent, Men 50-59
Official: Doris Wright
20h 40m, 244.4 miles, 12.099 mph

Connecticut

Tim Carroll, 49, Cleveland Hts., OH
August 3, 2008, Official: Mark Frank
W-E: 6h 09m, 103 miles, 16.75 mph
E-W: 7h 42m, 103 miles, 13.38 mph
E-W-E: 14h 30m, 206 miles, 14.21 mph
N-S: 3h 19m, 56.3 miles, 16.97 mph
S-N: 4h 16m, 57.1 miles, 13.38 mph
N-S-N: 8h 06m, 113.4 miles, 14.00 mph

Mississippi W-E

David M Kiser, 49, Seabrook, TX
August 8, 2008, Official: Michael Laker
10h 31m, 180.3 miles, 17.14 mph

Austria W-E

Franz Preihs, 30, Graz, Austria
April 25, 2008
Officials: Christian Hoch and Thomas Koech
1d 3h 17m, 445 miles, 16.31 mph

1000 km

Bryce Walsh, 37, Chicago, IL
August 24, 2008
Officials: Chuck Judy, Pat Kilroy, Paul Carpenter,
Sandy Shipp, Michelle Dulieu and Harold Berman
Ed Rudolf Velodrome, Northbrook, IL
1d 9h 01m 3.99s, 1000 km, 18.82 mph

24-Hour Track

Marko Baloh, 41, Ljubljana - Crnuce
September 6, 2008
Officials: Chris Hopkinson, Mira Gasparic, Matjaz
Jelovcan and Franc Krivec
Polena Outdoor Track, Lenart, Slovenia
24-Hours: 553.048 miles, 23.043 mph
12-Hours: 286.059 miles, 23.838 mph
200 miles: 8h 17m 8.09s, 24.138 mph
100 miles: 4h 00m 29s, 24.95 mph

Kansas South-North

Women's Four-Person Recumbent Relay Team

By Eric Johnson

On the morning of August 31, 2008 four young ladies began their Kansas cross-state odyssey on Highway 83 at the Oklahoma state line. Little did they know that morning they would be setting the second fastest cross-state record, in any state, in any category, by the time they reached the Nebraska line that afternoon.

Last year my daughter, Addie Johnson, wife Michele and I had the fortune to crew for Sara Kay Carrell and Gay Flax when they set their Kansas S-N two-person, recumbent, cross state record. The following day I asked Addie, "Would you like to do one of these with me or with some of your friends?" Addie invited her friends Lexie Woolf and Emily Ochs and her cousin Jaci Crist to join her on a cross-state team. Addie and Lexie are both 14 years old, Emily is 15 and Jaci is 13. Our family rides recumbent bikes and the plan was for the girls to ride recumbents. When John Schlitter of Bacchetta Bikes and Sara Kay, of The Hub Bicycle Shop learned of our plans they generously stepped forward to lend bikes to the three invited girls. All of the girls rode Bacchetta Corsas. Two of the bikes were set up



The team crossing the finish line.



with 24-inch wheels and the other two with 650's. The girls received their bikes around May 1st this spring. When school let out later that month we began a training schedule that would take us through the summer.

"They set the second fastest cross-state record, in any state, in any category,"

The starting location for a S-N Kansas crossing is Highway 83 south of Liberal at the Oklahoma state line. We arrived there a little after eight that Sunday morning. We took any number of pictures and began the ride at 8:28 a.m. Lexie was the first rider of the day. She got us around Liberal and heading north. Addie followed Lexie on the relay team. Next Emily tackled the first obstacle of the day easily riding in and out of the Cimarron Valley. Jaci took over from Emily to complete the first circuit through the team. We continued this order until the last 2.5 miles when all the girls rode together to the Nebraska border.

I asked the girls what the ride was like.

Question: Why did you want to do a record?

Lexie: I thought it would be an experience to be the first ones to set a Kansas four-person record.

Addie: I wanted to do this because I needed something to strive for. Also my dad and I had been talking about this for a while and he asked me if I would like to do it with him or with some of my friends. I'm not saying that someday my dad and I won't do a ride but at this time I was thinking along the line of friends.

Emily: Addie asked me and I thought it would be a lot of fun; it was cool being a part of a team that set a state record.

Jaci: I wanted to do a record because I wanted to tell my friends and family that I rode across Kansas with my friends.



Efficient exchanges are critical in team racing.

Q: What did you eat and drink?

Everyone: Bananas, granola bars, grapes, yogurt, sandwiches, pickles, Gatorade and lots of water.

Q: What was the hardest part?

Lexie: The crosswinds and/or the really big hills.

Addie: It was probably the training process. We only have about seven miles of pavement here in little Quinter, KS. You can imagine that could get quite boring at times.

Emily: Riding with the wind blowing at my side and going up hills.

Jaci: The hardest part was the training and sometimes the weather.

“It was cool being a part of a team that set a state record.”

Q: What were conditions like?

Lexie: The conditions were mild. We had a nice south wind that pushed us and helped us a lot.

Addie: We couldn't have asked for better. The wind was out of the south at 20 mph gusting to 30 mph. It was amazing!!!!

Emily: Conditions were in our favor, because the wind was at our back most of the way with temperatures fairly nice for the time of year.

Jaci: Overall the conditions were pretty good, but sometimes it got a little windy.

Q: What was the best part?

Lexie: The best part was probably being with my friends and being in Nebraska. It was my first time being there!

World Cup Event

RAAM Qualifier

Eighth Annual Bike Sebring 12/24 hours

- ⇒ Saturday, February 14, 2009, 6:30 a.m. - 6:30 p.m. at Sebring (auto) race track
- ⇒ An early season benchmark event in the Florida sun (we hope)
- ⇒ All riders compete in age categories. Tandem-friendly terrain; M/M, M/F, F/F; age classes
- ⇒ Camping and secure pit area available
- ⇒ Drafting allowed among participants (except 24 hr RAAM qualifiers)

Name: _____ M ☐ F ☐ Age on 12/31/08 _____

Address: _____

City/State/Zip: _____

Phone: _____ E-mail: _____

Registration for: 12-Hour ☐ 24-Hour ☐ RAAM Qualifier

Bicycle Type: Single ☐ Tandem ☐ Recumbent ☐ Hand Cycle ☐ Other ☐

Tandem Partner Name(s): _____

Cost: \$75.00 PER RIDER through 1/31/09, then \$85 per rider. Make check payable & mail to:

Rotary Club, P.O. Box 4264, Sebring, FL 33871

Submit a separate registration form for each rider. All riders compete in age and gender categories. You must also sign a waiver at check in. Helmets are mandatory.

Host hotel: Chateau Elan, Sebring, FL For reservations (863) 655-6252

www.BikeSebring.org



Riders and crew at the finish. Left to right, our official Sara Kay Carrell, Michele Johnson, Tate Johnson, Emily Ochs, Jaci Crist, Lexie Woolf, Addie Johnson, Eric Johnson, John Crist and Amy Crist.

Addie: That's a no brainier. It was eating Chinese and laughing so hard it hurt. We always had Chinese on out-of-town rides and oh the stories I could tell.

Emily: Making it to Nebraska in record time without any trouble.

Jaci: The best part was getting to spend tons of time with my friends and during the ride I got to listen to music while I was riding. I thought that was pretty cool.

"The best part was getting to spend tons of time with my friends."

Q: Did anything particularly unusual happen?

Lexie: I had too many flat tires.

(**Eric:** Actually Lexie only had one flat during the record attempt, but over the summer she did have a few more. When Lexie was riding into the Smokey River Valley I came around her in the Frogger Van. She was really moving. A few moments later I received a call from the Pace Van that Lexie's computer had stopped working. After Lexie got off the bike I looked it over. Everything looked fine. As I looked closer, I found there was no magnet in the little plastic holder on her spoke. The centrifugal force had thrown the magnet out. I later asked the Pace Van how fast she had been going. Something over 50 mph at the time!)

Addie: Nothing that I can think of. Except for Lexie being the "I popped another tire!" queen of all time. Other than that it went excellent!

Emily: I maxed out at a speed of 53 mph going downhill which is pretty fast on a bicycle.

Jaci: Not that I can think of.

The girls finished their ride at 5:10 p.m. at the Nebraska line and Highway 83. It had taken them 8 hours and 43 minutes to complete their crossing of 232.8 miles. They had an average speed of 26.709 mph for the trip.

I couldn't be prouder of the girls. They handled the ride and their bikes extremely well. They had a super attitude all day, whether cheering on their teammates at each exchange or their big smiles and thumbs up as the Frogger Van would pass and being ready to get back on the bike for their next pulls. What a super day!



NEW! Top Tube Brevet Bag



"For overnight rides I'm not able to carry all the food I need. Your bag is the perfect adjunct for me. I'm able to put my phone and enough food in it to get me thru, leaving the bulky stuff for my saddle bag."

Mike Sturgill, Hoodoo 500 Winner
2008 Solo Voyager Division (unsupported)

- ▶ Divided main compartment with water repellent zipper
- ▶ Separate, zippered compartment for brevet card & cash
- ▶ One-handed operation
- ▶ Detailed photos & specifications at bgear.com/bags

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Contact us @ 262-736-2453 or

info@pactour.com

Coming Events in 2009

Arizona Desert Camps and Tours

This is our 14th year offering early season tours to dry and sunny Arizona. Each week has a different theme for different types of riders. You can combine weeks to extend your cycling season in Arizona.

Week #1 Cactus Classic Desert Tour \$995

Arrive in Tucson (fly in), Saturday, February 21
68-89 miles per day to Gila Bend and back
Depart from Tucson (fly out), Saturday, February 28

Week #2 Coaching Week \$1,095

Arrive in Tucson (fly in), Saturday, February 28
Based in Sierra Vista 50-82 miles per day
Depart from Tucson (fly out), Saturday, March 7

Week #3 Tour of the Historic Hotels \$1,295

Arrive in Tucson (fly in), Sat. March 7
50 miles per day between classic Arizona hotels
Depart from Tucson (fly out), Sat. March 14

Week #4 Chiricahua Challenge \$1,095

Arrive in Tucson (fly in), Sat. March 14
75-90 miles per day to the Chiricahua Mountains
Depart from Tucson (fly out), Sat. March 21

Week #5 Century Week \$1,095

Arrive in Tucson (fly in), Sat. March 21
Based in Sierra Vista 60-100 miles per day
Depart from Tucson (fly out), Sat. March 28

Week #6 Mountain Tour \$1,195

Arrive in Tucson (fly in), Sat. March 28
80-100 miles per day, to New Mexico
Depart from Tucson (fly out), Sun. April 5

Week #7 Women's Week \$1,095

Arrive in Tucson (fly in), Sun. April 5
Based in Sierra Vista 50-82 miles per day
Depart from Tucson (fly out), Sun. April 12

Historic Route 66 (western states)

Arrive in Santa Monica, California Saturday, April 18
17 riding days, 1,400 miles, 85 miles per day **\$2,495**
Fly home from Amarillo, Texas Wednesday, May 6
Ride this historic highway across the western half of Route 66 from Santa Monica, California to Amarillo, Texas. This tour will travel the oldest sections of this famous highway. We will be looking for the best milk shakes and homemade pie from classic diners. This tour is for riders who want to stop and see museums and research the old road. Bikes with at least 32 mm wide tires are required for many gravel road explorer routes.

Wisconsin Cycling Camp and Tour

Coaching Week	June 6-13	\$995
Wisconsin Century Tour	June 13-20	\$995

Choose one or both weeks and ride the quiet back roads of Wisconsin. Coaching Week will be hosted by several coaches specializing in training, nutrition and bike fit. They will present daily seminars on a variety of topics. Daily rides will be 75 to 100 miles. The Wisconsin Century Tour travels to different towns each night. Lunches and rest stops are at small town cafes and ice cream shops famous for their Wisconsin dairy desserts.

New Transcontinental Route

Portland, Oregon to Savannah, Georgia **\$4,395***

Arrive in Portland, Oregon Saturday, July 4
30 riding days 3,484 miles 116 miles per day
Fly home Tuesday, August 4
Follow the Oregon Trail across Oregon and Idaho then climb the steep mountain grades of Utah and Colorado. The Talimena Parkway in the Arkansas Ozarks could be the hilliest 50 miles in America. This tour is only for serious long distance riders who want the challenge of crossing the United States with full support.

Tour of the Eastern Mountains

Atlanta, Georgia to Portland, Maine **\$2,595***

Arrive Atlanta, Georgia Saturday, August 8
16 riding days 1,760 miles 110 miles per day
Fly home Tuesday, August 25
Follow the Appalachian Trail north from Atlanta, Georgia to Portland, Maine. We ride for over 500 miles on the Blue Ridge Parkway and Skyline Drive. If you want to ride this tour..be ready for lots of mountains everyday.

Grand Canyon Tour (hike and bike)

Arrive in Albuquerque, New Mexico Sat. Sept. 19
Fly home Sun. Oct. 4 **\$2,295***
12 cycling days (85-110 miles per day) 3 hiking days
This tour has a fun mix with over 1,100 miles of cycling and three hiking days in the Grand Canyon and Canyon de Chelly. Voted by PAC Tour veterans as one of the best tours combining activities in the beautiful southwest.

*Tour prices are for groups of 30 or more paid riders. There is a surcharge for smaller groups.

Board Report, October 2008

- I. Message from the President: Metamorphosis
- II. Policy and procedures for elections of Boards of Directors
- III. Managing Director's Employment Agreement
- IV. UMCA Members Rally 2009: Texas Hell Week
- V. Highlights of Board and Committee meetings



I. Message from the President: Metamorphosis

by Nick Gerlich, UMCA President

There's one nice thing about being an academic: I have never-ending access to whatever the latest thing is. My students love gadgets and cool web sites, and try as I might to keep up with them (after all, I teach E-Commerce), they are always coming to me with things I didn't know.

Last spring I was taken to task for not being hip enough for them. Somewhere along the way I had neglected to adopt text messaging as part of my daily ritual. I own an iPhone (as well as an early iPod), am bi-lingual on the computer (Mac and PC), have designed numerous online courses and built over 50 web sites, but I had failed to fully adapt. Shame on me, for I was spinning my wheels in the 20th century.

Aware of my shortcoming, I set out to fix it. I got a Twitter account (twitter.com/nickgerlich), and told my students they could feel free to text me. I now interrupt a bike ride to text people or update my Twitter account with tweets and photos. My students and I communicate primarily by short little blurbs...not the way I was trained to communicate, but it works.

When I built the UMCA's first web site in 1997, we were on the cutting edge. While I laugh now at its utter simplicity, it ushered in an important era for our organization. It marked an end to the paper-only generation, and a transition into the digital.

Skip forward to 2008 and anyone who hasn't been living in a cave can see that the world has changed again. At our last Board of Directors teleconference, we discussed this subject at great length. We are looking for ways to leverage technology in an attempt to reach people where they are. The day after our meeting, UMCA Managing Director John Hughes signed up for the UMCA's own Twitter account (twitter.com/ultracycling). I encourage tech-savvy folks to follow John, because it's a place he will be leaving little tweets about UMCA news and related business. since you can elect to receive up-

dates straight to your phone (as opposed to just the web), you can get your information fix in real time.

This is only the beginning as we try to re-imagine the UMCA for the coming years. While all of us love the tactile experience of lying down with a good magazine (*UltraCycling*, of course!), we all know that it's going to take more. I am working with John (and perhaps being his thorn in the flesh), looking for new avenues to complement our fine publication. The need for current information has never been greater, and our goal is to get that information to our members through the fastest means possible. If that means Twitter, Facebook, Flickr and/or Blogger, then that's what we'll explore.

The evolution of the UMCA is not limited to the technological realm. As Thomas Friedman said in 2004 in *The World Is Flat*, anyone who believes they can conduct business the old way and expect to survive is begging for a bruising. The silos of national interest have been demolished in favor of a new international order. At the global level we are but a big tossed salad, the ingredients of which all taste good alone, but taste even better when combined. For us to turn inward and try to keep the UMCA just for Americans is to miss Friedman's main point. We risk losing out on an enormous amount of growth by not pursuing international members in larger numbers.

John and I have had several discussions about this point. He has purchased a second domain name for the UMCA, one that will be targeted toward European riders. While everything will still point to our main site, the goal, like it is for companies with multiple international sites, is to reach people where they are. We are working diligently to bolster our programs on both the national and international levels, especially in light of the global economic crisis. Times may be tough, but going for a ride doesn't cost a dollar (or Euro).

And if you stop to text me, the odds are good you'll hear back real soon.

II. Election of Board of Directors

The Committee on Board Elections (COBE) has three Board members, three non-Board members, the Managing Director and the Elections Commissioner. The 2009 COBE is Nick Gerlich (Board), Nancy Guth (Board), Marko Baloh (Board), John Lee Ellis (non-Board), Peter Leiss (non-Board), Saunders Whittlesey (non-Board) and John Hughes. Rick Hays is the Elections Commissioner.

2009 Election of New Directors

Rules and Procedures

Approved by the Board on November 16, 2008

Elections Committee

The President, with the concurrence of the Board, will appoint an Elections Committee to implement and oversee elections rules and process. The Committee will include three Board members, three non-Board members and the Managing Director as voting members and the Elections Commissioner as a non-voting ex officio member. Members of the committee should be diverse with respect to age, gender, race, geographical location and type of participation in ultracycling.

The committee membership will be announced on ultracycling.com and in *UltraCycling* magazine.

Elections Chair

The President has appointed Rick Hays as the Elections Chair. The Chair will be responsible for all of the logistics of the election.

<p>Rick Hays, Elections Chair elections@ultracycling.com Rick Hays PO Box 851 Ashville, NC 28802</p>
--

Schedule

All dates are by postmark.

- | | |
|------------|---|
| 11/16/2008 | Procedures and schedule approved by the Board. |
| 12/1/2008 | Procedures and schedule mailed to the membership and posted on website. |
| 1/16/2009 | Deadline for applications of suggested prospective candidates. |
| 2/2/2009 | Prospective candidates informed of committee's decisions. |
| 2/16/2009 | Deadline for candidates' statements as well as electoral petitions. |
| 3/6/2009 | Ballot and candidates short statements mailed to members; additional candidate information posted on website. |
| 4/30/2009 | Deadline for returning ballots. |
| 5/15/2009 | Election results certified and new Directors take office. |

Nominating Process

The Elections Committee will have the responsibility of nominating candidates for the Board who are capable of providing strategic leadership for the UMCA and stewardship for our increasing assets.

Any UMCA member in good standing who meets the minimal criteria may apply to be a candidate for the Board. The criteria are

1. UMCA member for at least three years so that the individual is familiar with the UMCA and the issues we face.
2. History of substantial volunteer service in the UMCA or another cycling-related not-for-profit, indicating that the member will be an active Board member.
3. Familiarity with the issues of management and governance (legal issues, board operations, etc.), preferably through service as an officer/director/trustee of a corporation. Similar experience with a not-for-profit is a plus. This indicates that the member understands governance and the role of the Board.

To apply a member must send the written application by postal mail. We encourage candidates to also send an electronic copy to expedite the committee's work. At a minimum the application must:

1. Include the full name, postal address, and date of birth of the member
2. Describe how the member meets the three criteria (above).
3. Explain why the member is interested in serving on the Board.

Prospective candidates are encouraged to include more information, not to exceed 500 words.

Applications must be sent to the Elections Chair:

Rick Hays
PO Box 851
Ashville, NC 28802

Interested members are encouraged to apply early and applications must be postmarked by January 16, 2009.

Each prospective nominee will be sent an information packet including:

- The schedule, process and rules for the election.
- The UMCA Board's Code of Conduct, which each nominee must sign.

The Elections Committee will select a group of nominees who:

1. are diverse with respect to age, gender, race, geographical location and type of participation in ultracycling. (i.e., active racers, Year-Rounder participants, crew, officials and general fans of the sport.), and
2. have the experience to provide strategic leadership to the UMCA, and
3. demonstrate commitment to working for the good of the UMCA.

To provide the UMCA membership with a choice, the committee will select more candidates than available Directorships if there are more qualified applicants than available Directorships.

The committee will encourage members not selected to serve on a UMCA committee, volunteer in a program, etc. and to apply again next year.

If a UMCA member:

1. has submitted an application to the Elections Committee, meets the minimum criteria (above) and is not selected by the Elections Committee, and
2. demonstrates grass roots support by submitting a written petition or petitions (or letters) with the signatures of 30 members of the UMCA. E-mail petitions are not acceptable.
3. then the member's name will be placed on the ballot and the candidate will receive the same support from the UMCA as the candidates nominated by the Elections committee.

The petition(s) and candidate's statements must be submitted by February 16, 2009 (by postmark).

Provide Information to Membership.

The UMCA will help candidates to provide information to the membership. Two methods are described below. The Elections Committee may also use other means to inform the members. Each candidate will have equal access to the methods of communication.

1. Publishing a brief candidate's statement with the ballot. Each candidate must provide:
 - full name
 - age
 - town, state and country of residence
 - any significant relationship(s) with current Board members or other candidates for election.
2. Publishing a lengthy candidate's statement on ultracycling.com including (if the candidate wishes) an e-mail link and phone number to talk with the candidate.

The UMCA will encourage each candidate to identify the significant issues the UMCA will be addressing in the next several years; however, the candidate chooses what to include in the statement with the ballot and/or the statement on the website.

Each candidate's official statements must be sent as a printed document via regular mail. We encourage candidates to also send electronic copy.

The statement with the ballot and the statement on the website will be published verbatim unless a candidate accepts the Elections Chair's offer of help with copy-editing. Copy-editing includes correcting spelling, punctuation, grammar, etc. but does not include any changes in content. If a candidate requests copy-editing assistance the candidate must approve the final version to be published.

Both of the candidate's statements must be sent to the Elections Chair by February 16, 2009 (by postmark).

Proscribed Campaign Activities

During the election period the following actions are not permitted. The election period is defined as the period from deadline for electoral petitions (February 16, 2009) through the deadline for returning ballots (April 30, 2009).

1. One member publicly endorsing another member.
2. Any mass distribution of election-related materials to members via any media, for example regular mail, e-mail or fax.
3. Distributing election-related materials at a cycling event.
4. An election-related phone campaign.
5. Publishing any article, column or editorial in *UltraCycling* or on the ultracycling.com that includes specific mention of one or more candidates. Publishing the listings of program and race results is permitted.
6. Publishing any election-related advertisement in *UltraCycling* during the election period.
7. Publishing any advertisement by a candidate (e.g., for an event) in *UltraCycling* during the election period.

No UMCA member shall have access to the UMCA's membership records during the election period.

The Elections Committee may also determine that other actions are not permitted. If so, the committee will inform the membership.

Distribution of Ballots

The ballot and candidates short statements will be distributed to members by March 6, 2009 and at the same time additional candidate information will be posted on the website.

Return of Ballots

Returned ballots must be postmarked by April 30, 2009.

Ballot Processing

1. The ballots will be mailed to a disinterested party. "Disinterested" means a person who will not be personally affected by the outcome of the election and none of whose relatives or significant other will be affected by the outcome
2. Every UMCA life, annual and family member is eligible to vote.
3. To validate the ballots each voter must have a signed UMCA membership form on file in the UMCA office.
4. A committee of at least three disinterested UMCA members will open and tally the ballots.
5. A disinterested CPA or attorney will supervise the tallying of the ballots and will report the results to the Board.
6. Each ballot will be marked on the membership

roster. If a member's name is already checked, then the duplicate ballot will be set aside as invalid.

7. The signature on each ballot will be compared to the signature on the membership form. If there is no signature or if the signatures do not match then the ballot will be set aside as invalid.
8. Each volunteer tallies and initials every ballot.
9. If there are any differences in the candidate vote tallies among the volunteers, then if the standings (rank) of candidates differ among any of the volunteers, then a recount must be done; otherwise, the committee may decide on an official tally.

The CPA (or attorney) will report on the ballot-counting process and the vote totals for each candidate. The ballots and tallies will be retained.

Electronic voting

The UMCA will also investigate electronic voting as an alternative to paper ballots.

III. Managing Director's Employment Agreement

Agreement between the UltraMarathon Cycling Association Inc. and John L. Hughes, Managing Director of the UMCA, Inc.

Approved July 8, 2008 by the Board of Directors

WHEREAS, John Hughes is engaged in the business of managing programs for the UMCA and publishing UltraCycling magazine and ultracycling.com and has in the past managed programs and published the magazine and ultracycling.com for the UMCA. The UMCA desires to employ Hughes to continue to manage UMCA programs and publish UMCA information in various media in the future.

RESOLVED, that John Hughes is appointed as Managing Director of the UMCA, Inc., effective January 1, 2008.

AGREEMENT made July 5, 2008 between the UltraMarathon Cycling Association Inc. ("UMCA") and John L. Hughes, Managing Director of the UMCA, Inc. ("Hughes").

Recitals

John Hughes is engaged in the business of managing programs for the UMCA and publishing *UltraCycling* magazine and ultracycling.com and in the past has managed programs and published the magazine and website for the UMCA. The UMCA desires to employ Hughes to continue to manage UMCA programs and publish UMCA information in various media in the future.

Agreement

I. UMCA Director. The UMCA has the right to appoint the Managing Director of the UMCA and to determine the term of any such appointment. The UMCA hereby confirms the appointment of John Hughes as the Managing Director of the UMCA and an employee of the UMCA, for a two-year term ending either 1) two years after the UMCA delivers written notice to Hughes of the UMCA's intention to terminate this agreement or 2) on his 65th birthday, April 22, 2014. The UMCA bestows on Hughes all the rights of an employee. The position of Managing Director is a full-time professional position. Hughes accepts this appointment. This term may be extended by mutual consent of the parties.

II. Reporting. As specified in the Bylaws of the UMCA the Managing Director reports to the President of the Board.

III. Managing Director's Responsibilities. As specified in the Bylaws of the UMCA, the UMCA hereby delegates to Hughes full authority to carry out the following assignments:

- 1) In accordance with the Bylaws and policies established by the Board, the Managing Director is responsible for publishing ultracycling information in media including but not limited to the magazine, booklets and website and the Managing Director sets editorial policy and determines editorial content. The Managing Director selects

and supervises publishing staff including but not limited to contributing editors, writers, photographers and webmasters. The UMCA and Hughes further agree that Hughes has final editorial responsibility for all UMCA publications in any media.

- 2) In accordance with the Bylaws and policies established by the Board, the Managing Director operates UMCA programs. The Managing Director's responsibilities include but are not limited to defining the programs and rules for each program and appointing and supervising staff to manage each program. The programs include but are not limited to the Ultracup and World Cup Competitions, the Year-Rounder Mileage Challenge, UMCA Records and Qualifying for the Race Across America (RAAM).
- 3) In accordance with the Bylaws and policies established by the Board, the Managing Director determines which events the UMCA shall sanction and he negotiates and signs sanctioning agreements on behalf of the UMCA.
- 4) In accordance with Bylaws and policies established by the Board, the Managing Director manages the finances of the UMCA including collecting the dues and paying the expenses. The Managing Director prepares an annual budget and an annual financial report for submission to the Board of Directors.
- 5) The Managing Director prepares an annual report to the Board and UMCA members on the programs and finances of the UMCA.
- 6) During the annual performance review the Board and the Managing Director may mutually agree on a change in assignments.

The UMCA delegates to Hughes these assignments. Such delegation shall provide Hughes with the full authority to act in his best judgment in carrying out these assignments. Hughes agrees to carry out these assignments. Hughes may appoint and supervise UMCA officers and staff to assist him in carrying out these assignments.

IV. Compensation. In return for providing the services in "III. Responsibilities", the UMCA will compensate Hughes as follows:

- 1) In 2008 the UMCA shall compensate Hughes as follows:

Base annual salary	\$13,000
Annual medical insurance premiums	<u>\$6,000</u>
Total compensation	\$19,000

The base annual salary is calculated as follows:

Base annual salary	\$12,000
Annual salary in lieu of profits from back issues	<u>\$1,000</u>
New base annual salary	\$13,000

Salary of \$1083/month and the insurance premium of \$500/month shall be paid on the first of each month.

- 2) For 2009 and beyond, the Board of Directors shall annually review the Managing Director's responsibilities and performance and determine appropriate compensation. The annual salary shall be set regardless of sales of clothing and back issues by the UMCA.

V. Clothing and commemoratives. The UMCA owns the names "UltraMarathon Cycling Association," "UMCA" and "UltraCycling" and the logo of the UMCA. The UMCA hereby confirms that it has granted to Hughes the exclusive right to produce for sale clothing and other commemorative items bearing the UMCA trade name(s). Hughes is responsible for all expenses associated with producing clothing and commemoratives and will retain any profits from sale of clothing and commemoratives. By December 31, 2008 the UMCA and Hughes will determine whether Hughes will continue to sell commemoratives or the UMCA will assume sale of commemoratives. Depending on the decision, Hughes' compensation may be changed.

VI. Back issues. Hughes hereby confirms that he has granted to the UMCA ownership of all issues of UltraCycling not distributed to the membership including but not limited to all back issues produced during his prior terms as Director (January 1, 1998 to December 31, 2007).

VII. Intellectual property. John Hughes retains copyright on any material of which he is the author or co-author; however, unless otherwise agreed in writing, he does not hold copyright on any other material he has edited or published

VIII. Liability. Hughes shall not be personally liable for the debts, liabilities or other obligations of the UMCA. Hughes shall be indemnified by the corporation to the fullest extent permissible under the laws of this state. Hughes shall be insured by Directors and Officers liability insurance provided by the UMCA.

IX. Termination for Cause. "Termination for Cause" shall mean termination of employee's employment

by the UMCA by reason of the following: (i) Employee's willful dishonesty towards, fraud upon, crime against, deliberate or attempted injury or bad faith action with respect to the UMCA; or (ii) Employee's conviction for any felony crime (whether in connection with the UMCA's affairs or otherwise). In the event of termination without cause, the UMCA shall pay to Hughes an amount equal to 12 months compensation at the current year's compensation agreement.

X. Hughes may voluntarily resign from the UMCA as Managing Director after giving 90 days written notice of his intention to resign.

XI. In accordance with the Bylaws and policies established by the Board UMCA members may inspect this contract.

XII. Force Majeure. Except with respect to the payment of money, neither party shall be liable for failure to perform or any delay in performing with respect to any work under this Agreement to the extent performance in the customary manner shall be prevented, hindered, or delayed in whole or in part by transportation conditions, strikes, riots, war, earthquakes, floods, compliance with an act or request of a governmental authority or persons

purporting to act as a governmental authority, labor difficulty, or by interruption of sources of supply or transportation, or any other event which is not reasonably within the party's control and which the party is not able to overcome by the exercise of reasonable measures. In the event that any such event shall delay performance by a party, then this Agreement shall be extended by the length of such delay.

XIII. Assignment. This Agreement is for the services of Hughes and may not be assigned or transferred, directly or indirectly, without the express prior written consent of the Board President, provided that Hughes may assign this Agreement, in whole or in part, to any staff member, firm, corporation, or other legal entity over which he exercises control.

XIV. Entire Agreement; Governing Law. This Agreement embodies the entire understanding between the parties with respect to the subject matter hereof, supersedes any and all prior understandings, negotiations and communications between the parties and shall be governed by and construed in accordance with the laws of the State of Colorado without regard to its choice of laws principles.

Signed: John L. Hughes, Managing Director

Signed: Nick Gerlich, President of the Board

IV. UMCA Members Rally 2009: Texas Hell Week

The UMCA is an unusual bike club. If you belong to your local bike club, you probably go on weekend rides and get to know your club mates. The UMCA is much more anonymous. If you are active in the Ultracycling Cup, traveling to different races, you get to know some of the UMCAers. Admittedly, UMCA members are a bit extreme—how many people do you know who think it's fun to ride a century, and then another one the next day, and then another one!

Come to Texas Hell Week! Meet your Board of Directors and your Officers. Meet other folks who enjoy back-to-back centuries. We'll have a UMCA night at one of the brew pubs.

Our second national conclave is Texas Hell Week in Fredericksburg, TX, March 14-21, 2009. The hill country around Fredericksburg includes hundreds of miles of roads—an incredible place to ride. Note that it is "the hill country." The typical century has 4-5,000 feet of climbing.

Nick Gerlich, UMCA president and the former

UMCA and RAAM director, organizes Hell Week.

In addition to the Rides of March he'll also organize informational seminars. Check out:

<http://hellweek.com>

We hope to see you in March!

V. Highlights of Board and Committee meetings

President Nick Gerlich has modified Board processes, when appropriate, to use electronic media to make better use of Board members' time.

Background for a Board action item is posted on-line in an electronic "room" for Board comment. The Executive Committee (ExComm) is the Board's officers: President Nick Gerlich, Vice President Chris Hopkinson, Treasurer Russ Loomis, Secretary Nancy Guth and Managing Director, John Hughes. The Board then has a "come and go" meeting—directors are invited, but not required, to participate in a conference call to ask questions about the proposed action item. Board members then have a specified number of days (typically five) to vote on-line via SurveyMonkey.

This process has been used on two significant agenda items:

John Hughes' Vision for The Future of Ultracycling

Apr 23 - Vision statement posted on-line for Board review and comment.

May 12 - The ExComm met by conference call, discussed the vision statement and voted 3 to 0 to approve the vision and to recommend Board approval.

May 18 - The Board met by conference call and asked questions of Hughes and Gerlich about the vision statement.

May 23 - The Board voted to approve the Hughes' vision statement.

Managing Director's Employment Agreement

The proposed agreement posted on-line for Board review and comment.

June 28 - The ExComm met by conference call, discussed the proposed agreement and voted 3 to 0 (with Hughes abstaining) to approve the agreement and recommend Board approval.

June 30 - The Board met by conference call and asked questions of Hughes and Gerlich about the proposed agreement.

July 4 - By a vote of 12 to 1 with two abstentions the Board approved the Managing Director's Employment Agreement.

Board of Directors November 16, 2008

Marko Baloh, Fred Boethling, Ken Bonner, Nick Gerlich, Terri Gooch, Nancy Guth, Chris Hopkinson, John Hughes, Joe Jamison, Russ Loomis, Don Norvelle, Mike Roark, Jerry Segal, Cindi Staiger and Merry Vander Linden participated in the conference call.

The Board discussed and approved the Policy and procedures for the 2009 election of Directors (above) by a vote of 14-0. The Board also amended the By-laws as necessary. The text of the amendments is at the end of this report.

The Board also:

- Heard a report from John Hughes on implementing his Vision (printed on page 3)
- Discussed the UMCA's publication strategy for the magazine, the website and other media.
- Discussed possible impacts of the economy on ultra events and UMC programs and how to support these events and programs.

Amendments to the UMCA Bylaws approved November 16, 2008

Article 3, Directors, Section 6, Paragraph 2 and 3:

Vacancies for positions on the Board of Directors shall be filled in the following manner: Each year the Board shall establish the election procedures and schedule to fill any position which is vacant or whose holder's term will expire that year and shall send the procedures and schedule to the members by October 31 NOVEMBER 30, determined by postmark.

A member may submit his/her own name as a prospective candidate for current vacancies in accordance with the nomination procedures established. Each candidate may submit a short statement of interest and qualifications as a Director, to be printed and included with the ballot. The ballots shall be mailed DISTRIBUTED and returned per the schedule PROCEDURES adopted by the Board. THERE IS NO QUORUM REQUIREMENT FOR THE ELECTION OF DIRECTORS BY THE MEMBERSHIP.

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Cyclists and sports nutritionists **Nancy Clark RD** and **Jenny Hegmann RD** combine their cycling experience and professional expertise in this concise, easy-to-read book to teach you what you need to know about optimal fueling for optimal performance.

You'll learn what, when, and how to eat so you can enjoy good health and lasting energy, and enhance your cycling experiences.

To order, send check for \$18 (\$15 + \$3 shipping) per book to Jenny Hegmann, 12C Carnation Circle, Reading, MA 01867. To order by credit card, go to www.nancyclarkrd.com. For inquiries and bulk discounts, call 617-775-5404.

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— Chris Ragsdale

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Melfar 24-Hour Cycling Challenge

By Sven-Erik Olsson

UMCA Ultracup Chair

Hot sun, summer in the city, everything looked fine, but it could have ended worse than it did. That's the 2008 Melfar24 in a sentence. Held June 7 at Middelfart in Denmark, racers outdid themselves again, breaking distance and participation records. Celebrating was a bit hesitant though, since a car hit a rider. Luckily it seems only the bike was broken. While the cyclist, Brian Kristoffersen, was severely bruised he is said to have begun biking again.

Returning and highest-ranked riders Peter Broe and Sean Nohilly, both of Team Asmussen, were among the five riders that rode longer than the 732.5 km of yesteryear. Nevertheless they were once again just off the podium. Positions two and three were assigned to Søren Thomsen of Videbæk Cykel Motion and Henning Larsen of Kvik Bike Team respectively. They also rode 737.2 km but had used less time. Thomsen and Larsen had vowed to race together and try to stay with the fastest they could spot. Had they not mistakenly thought one of those fast guys had taken a break, who knows?

Given the fact that up until Melfar24 Thomsen's longest race was 350 km, he really pushed the envelope. At 41 he has been on the bike for some 20 years competing in road cycling and triathlons. Thomsen works at the Danish post office and aims at Paris-Brest-Paris and other long-distance cycling events. Concerning Melfar24 he quotes the Arnoldian "I'll be back." His companion Henning, an industrial carpenter, is a year older and gets his base training by riding his bike to and from work daily. He then adds three to four sessions a week at the cycling club. He started as a runner and has 13 marathons in his portfolio. He likes long-distance cycling, the longer the better, he says. His next stop is Ötztaler Radmarathon in Sölden, Austria. His plan was to break the record set at the 2007 Melfar. He has a goal for 2009: To break the 2008 record.

And we have a winner! One rider made up for

last year's too-slow last lap that placed him outside of the group of 700+ km riders. Though he exhausted himself in 2007, trying to go over 700 km, this rider came back to set the record straight. With a total of 740.8 km (that's 460.3 miles), Jerry Kjær Nielsen, a 48-year-old teacher in computer science, riding for Team Spectre Bikes, gained first place. He won the psychological mind game. Remember, Thomsen and the others thought he was taking a break. Well, he wasn't.

Nielsen holds a black belt in Koykushin karate and has been on the Danish national team. He crewed for Chris MacDonald in RAAM 2005. Nielsen is thankful for that experience and now knows from Melfar 2008 the importance of having a good crew. Much like in 2007, he had a crisis halfway through the race, but coffee, cola and crew got him through and finally gave him the edge. In the future he hopes to surmount the financial and procedural thresholds and make it to the Race Across The Alps.

If your knees hurt and you have to quit handball, then why not take up ultracycling? Well, that is what Ulla Christensen of Rønnede Cykelmotion did and she turned in an impressive 599 km, a record in the women's division. Cathrine Steffy Pater of CSP took second place with 570.6 km and Karina Wadsager of Team Bikes4Rent was third, chunking out 567 km. Back and with a much-improved mileage, but placing just outside the podium, was 2008 McSweeney scholarship winner Heidi Gabriel Jensen. Last year's fastest woman Lene Christensen of Team Træningscenteret was at the scene, but not on the bike. She was suffering from a ski accident.

New to Melfar24 was a team competition. Four teams finished including one tandem. The winning Team Ox rode 779.4 km. On the tandem was blind long-distance swimmer and IronMan competitor Klaus Ursin with his partner Brian Overkær. They improved compared to 2007 by completing 344.8 km.

All together 212 hardcore and recreational riders lined up to enjoy Scandinavia's only 24-hour cycling challenge. There has been a 24-hour MTB race "Sleepless in Rudan" in Sweden, but the organizer recently announced that they have quit and there would be no race in 2008. Cycling club Baghjulet (The Rear Wheel) of Middelfart has persisted and again the organizer had reason to celebrate a success. The oldest participant was 71 years. He was celebrating in his own way. I wasn't sure if it was his birthday gift or his gift to his female companion to do the race together. Jørgen Rostgaard and Inger Alexandersen, his companion, only took a few hours nap during the event and apologized for pedaling more miles than planned.

Rostgaard, a local with more than 50 years of cycling experience, liked the event. The race attracted racers from Denmark, Germany, Norway and Sweden. We had our tent next to Norwegian Joseph Santaniello. He was originally from the USA but love had made him make the move. He used Melfar to test himself and some high-profile carbon wheels. They took him past 641 km so they may have been really good.

The weather was good to excellent and mostly sunny, so you had to drink or else! I experienced the consequences of not doing so. As always in Denmark, there was wind and it chose to blow where it could cause the most damage. Also new this year was that there were three routes in-

stead of the usual four. The route plan had been redesigned to make the start/finish area more of a center with cyclists passing through more often. The new route design meant that the former first and longest route of some 120 km was cancelled. The old second route was the base for the new initial stretch but was lengthened from 30 km to 58 km. The consequence was that riders had to deal with more motorists during the first shift. The night route was the same 12 km scenic route as before. And as before, during the last hour riders were directed to a three km sprint circle, in order to chunk out that last effort and also give the crowd a boosted experience.

Though I heard some nostalgic voices wanting the long route back I sensed that most riders preferred the new arrangements. Some wanted a route with less traffic for the first distance, but the new design allowed for a better overview of race standings. There was a computer available with instant updates, which was used by the riders and audience. The new arrangement also provided more recognition to the riders. A first this year was the use of a podium. Last year some participants finishing in the top three were surprised to find themselves "grounded" when the awards were due. Not so this time. Who will be on top in 2009?

Melfar 24-Hour Cycling Challenge is scheduled to return in 2009 on June 6-7.

Melfar24 2008

Good Competition

By Heidi Gabriel Hansen

On the first day in June I found myself on the starting line in Middelfar, waiting for the Danish 24-hour race to begin. It was the second time for me to race in the Melfar24. In 2007 seven women participated in the Melfar24. This year 16 women turned up on the starting line. I was very happy to see so many women participating in the race; it is good for the competition.

McSweeney Scholarship

Earlier this year I was so lucky and pleased to be

chosen for the McSweeney scholarship. Because of that I was starting this race less nervous and with a lot of new skills and experience that I gained during my PAC Tour stay this spring.

"Thanks go out to all the people who made it possible for me to go on the PAC Tour."

The Race

The race started at 10 a.m. The pace was very fast and I wasn't able to keep with the group very long. My tactic was to find my own pace and stay on my bike as long as possible, so I had to let the group go after just the first round of 60 km. The hot weather made the race very tough and I had to stop to refill my bottles often.



Heidi Jensen racing at Melfar24 in her PAC Tour jersey

bike. I was sure that it was better to stay on the bike and first stop and eat a meal just before the night route opened. When the night route opened new power was given to me. The much cooler temperatures and the flat 15-kilometer-long night route along the ocean was lovely to ride. After a night with no problems the sun was

Also, the long route had a lot of small hills that made it hard to find a rhythm. After my first round I teamed up with a guy named Lars, and we stayed a team until the end of the race.

During the day I wasn't much off the

rising again and it was time to switch to the 3.6 km morning route. It was wonderful to ride on a new route but I also getting very tired after the many hours of riding, and I got off my bike 20 minutes before the 24-hour race ended.

My goal was to ride 500 km. I rode 526 km so my goal was reached and I was still able to walk even though my back was sore. Sadly I wasn't able to get on the podium, as I finished just outside top three. But this year I rode 100 km more than I did the first year, so I have no reason to be sad about the outcome of the race and it gives me a lot of hope for the future.

I wouldn't have had such a good race if it hadn't been for the good organization of the race. I am very thankful to the people who organized this wonderful race. The experience I gained in Arizona on the PAC Tour was one of the reasons for my good results in the Melfar24, and thanks go out to all the people who made it possible for me to go on the PAC Tour.

I hope that my plans for the next season will make it possible for me to ride in the Melfar24 again, so see you then.

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A Race Across AMerica Qualifier



Saratoga 24-Hour Challenge

Randy Van Zee Memorial North American 24-Hour Championship

by John Hughes

One mile after 24-hours of racing is all that separated Brett Walker (first) from Joel Sothern (second) in the Randy Van Zee Memorial North American 24-Hour Championship. Walker, 41, of Salisbury, NH, covered 450.40 miles and Sothern logged 449.40 miles in the race on July 12, 2008. Sothern, from Laguna Niguel, CA set an age 50-59 course record.

The Saratoga 12/24 is held on a rolling 32-mile course along the Hudson River in northeastern Saratoga County. "Rolling" includes Bacon Hill, a 10% grade for .75 miles that must be climbed every lap.

David Lafferty powered over Bacon Hill a dozen times on his fixed gear to set a course record of 411.20 miles and take third overall.

Larry Graham raced 388.20 miles in his recumbent, a dramatic 58-mile improvement over last year.

Jennisse Peatick, in her first 24-hour race, rode 304.90 miles to take the women's championship. Peatick, 37, from Hillsborough, NJ was one of the 2008 McSweeney scholarship recipients to help women cyclists.

Ed Dodd, 62, from Collingswood, NJ is the age 60-69 champion with 290.90 miles.

Race organizer John Ceceri puts on a complete weekend of ultra activity that consists of the Saratoga Challenge 24-Hour Race, the Hudson River Ramble 12-Hour Race, The Nighthawk 12-Hour Race (overnight), the Triple Lap 96-Mile Challenge and the One Lap 32-Mile Fun Ride.

Christopher Hodges, 40, from Thornton, NH won the 12-hour race with 213.60 miles. Mike Kazmierczak, 33, from Ballston Spa, NY was second with 181.50 miles and Tim Carroll, 49, from Cleveland Heights, OH took third (160.50 miles).

In the women's 12-hour Claire Lunardoni, 25, from Winchester, MA set a course record of

Congratulations to the North

American 24-Hour Champions:

Brett Walker	Men Overall	450.40
Joel Sothern	Men 50-59	449.40
Ed Dodd	Men 60-69	290.90
Larry Graham	Recumbent	388.20
David Lafferty	Fixed Gear	411.20
Jennisse Peatick	Women	304.90

199.60 miles. Emily Searles, 23, from Billerica, MA was a strong second with 187.50.

Jeremy Wyler, 28, from the Bronx, NY rode the Triple Challenge as his first century!

Men 18-49: Brett Walker, 41, Salisbury, NH, 450.40; David Lafferty, 24, Billerica, MA, 411.20, fixed gear, course record; Pat McFalls, 49, Pennellville, NY, 367.10; Ted Lapinski, 36, Northfield, MA, 353.10; George Swain, 43, West Park, NY, 335.00; Rene Mortara, 46, Flemington, NJ, 321.00; Gerry Hull, 43, Atlanta, GA, 304.90; Jeff Magnuson, 37, Washington, DC, 224.70; Brian Uline, 42, Sloatsburg, NY, 224.70; Sean Smith, 32, New York, NY, 128.40; Sandy Whittlesey, 39, Deerfield, MA, 128.40

Men 50-59: Joel Sothern, 51, Laguna Niguel, CA, 449.40, course record; Stephen Bugbee, 54, Pittsfield, MA, 345.00; Vytas Janusauskas, 53, Nepean, ON Canada, 288.90; Robert Mortara, 54, Flemington, NJ, 268.80; Russ Loomis, 56, Williamsburg, MA, 128.40; Ed Mulheren, 52, Charlotte, NC, 128.40, fixed gear

Men 60-69: Ed Dodd, 62, Collingswood, NJ, 290.90; Chet Warman, 64, Killington, VT, 280.80; Bernd Kral, 64, Westminster, MD, 260.80; Bill Ingraham, 68, Scituate, MA, 256.80; Wendell Hyink, 61, Niles, MI, 160.50

Recumbent: Larry Graham, 50, Westerville, OH, 388.20

Women: Jennisse Peatick, 37, Hillsborough, NJ, 304.90

Hudson River Ramble 12-Hour Race

Men 18-49: Christopher Hodges, 40, Thornton, NH, 213.60; Mike Kazmierczak, 33, Ballston Spa, NY, 181.50; Tim Carroll, 49, Cleveland Heights, OH, 160.50; David Hotaling, 46, Latham, NY, 128.40

Men 50-59: Wayne Coste, 54, Tariffville, CT, 144.40; Graham Hallward, 52, Toronto, ON Canada, 128.40; John Ward, 52, Stanfordville, NY, 128.40; Dennis Jackson, 51, Manorville, NY, 128.40; Andreas Bozzelli, 57, Weston, FL, 128.40; Brian Cavanagh, 52, Rock Hill, NY, 86.07

The UMCA North American 24-Hour Championship honors Randy Van Zee. Van Zee was struck from behind and killed instantly by a vehicle on April 4, 2008. He had raced in numerous 24-hour events in Michigan and Iowa in the past 12 years and in 2004 he finished solo RAAM in 11 days 16 hours.

Van Zee's widow, Denise, wrote: "Words cannot express my deep gratitude in the decision you have made in honoring my husband, Randy. Renaming the UMCA's North American Championship to the Randy Van Zee Memorial 24-Hour Championship is such an honor for him and our entire family."



Randy Van Zee at the finish of RAAM 2004 with his daughter Rachel (L) and his wife Denise (R)

Men 60-69: Ross McCabe, 64, Albany, NY, 160.50

Women: Claire Lunardon, 25, Winchester, MA, 199.60, course record; Emily Searles, 23, Billerica, MA, 187.50

Triple Lap Challenge 96.6 Miles

Men: Kevin Matocha, 35, Rexford, NY, 6H 35M; Jeremy Wyler, 28, Bronx, NY, 7H 21M, first century!

Saratoga 24

Small goals

By Jennisse Peatick

As with all race reports, this race report starts well before the race. When I started thinking about racing RAAM, I started thinking about how to get ready for it. So, I started with riding centuries, then the 12-hour and then the 200km, 300km and 400km (which I didn't do) series leading up to this 24-hour. It isn't lost on me that I did my first century in January and the Sebring 12-hour in February of this year. This event, like the others, has allowed me to learn a great deal and grow in many different ways.

Thursday was the great shopping trip.

Friday was the day of great preparation and drive to hotel. The pre-race dinner of salmon is almost a tradition for me anyway! And then to bed.

Saturday morning: Race Day

I wasn't nervous, but had been earlier in the week. My head was in a very good place. I was optimistic and ready for the challenge, whatever it may bring. I got up and got ready. We went to bike inspection, to the prerace meeting and without further ado, we were off.

It was a rolling course with several 4% grades, several 6% grades but most of them weren't too bad, even at the end of the race. Lots of farms, shade and quiet wind.

At mile two was the *hill*: 3/4 of a mile at 10%. A real leg burner. There were two checkpoints on the course, one at mile 0 and one at mile 15.

The course was well marked with mile markers

painted on the ground every mile and every turn marked before and after the turn. I came to a right turn and an immediate left turn. I missed the quick left and kept going straight. Then I heard the hiss. I knew it was a flat. I tried to fix it but luck was not with me; I blew one tube and broke the valve of another.

There I sat until my support could find me—off course as I was. It surprised me that I wasn't that upset about the whole thing. The pressure was off; I could just do my best now and not some predetermined distance goal.

The hill at mile 25 was a short 8% cruel little hill. And then there was the head wind. "The back half," as I started to call it, along the Hudson River was hilly and windy.

The pay off for the back half was that every mile got you closer to the checkpoint where there was food and feel good stuff like Tylenol and cold towels. I always looked forward to descending the big hill on the way back in. Hitting 40 mph on every loop became a small sub-goal and was glorious.

I came into the checkpoint at the beginning of the loop, regrouped and I was off again. To my favorite half of the course. But around mile 14 I couldn't turn the bike. Why was that? I look down and realize that I was riding on the rim—another flat. I couldn't believe it—two flats in less than 40 miles. I fixed it as fast as I could and was off again.

And this is how it went. Every lap I found something I hadn't seen on the lap previous. I had great laps where I buzzed along and didn't feel the wind. I had bad laps where I wasn't sure I was going to be able to finish. I could feel good one minute and like I was going to throw up another minute. Everything changed very fast. Riding through the night was very interesting.

The bugs all came out.

I didn't feel sleepy on the bike until after the sun came up again. I couldn't think about the enormity of riding for 24 hours. I just had to keep smaller goals. Finally, I decided that I wanted to break my previous longest distance of 193. Check. Next goal, want to break 200. Check. Want to break 245. Check. Then it was break 300 and ride for the full time—no sleep breaks. Off I went. I came into the Checkpoint #1 at 7:00 a.m.

Break 300. Break 300. Get to the second checkpoint. I don't know how or where the energy came from—maybe I liked the added challenge of being literally so close to breaking 300 that I needed minutes. If I slowed at all, it wouldn't have happened. And then it started to rain. Perfect!

I had seven minutes to go 2.5 miles. I think. Don't correct me if my math is wrong. But somehow, I rolled into the checkpoint right on the dot at 8:00 a.m.

I have mixed emotions about the fact that I am now the North American 24-Hour Champion as I was the only woman that competed. However, the trophy that I got is really just a symbol, not only of my mileage victory, but also of doing something amazing. Of expanding experiences. Of knowledge gained. Of not melting down when I got the first flat, or the second. With not melting down at all really. With the positive place that my head was at almost all the time.

Next year, talk to me about doing one next year. It was the hardest thing I have ever done—and I learned the most.

I can't thank Marie, Gary, Patty, Marj and my other teammates enough—both those that were on the course and those of you that were back here. I never could have done this without you.

Full race calendar at www.ultracycling.com/events/races.php

McSweeney Scholarship Fund

"Her star shined brighter than most, because of her genuine kindness and compassion she bestowed on all she met."

by John Hughes

The Anne Marie McSweeney Scholarship Fund provides scholarships to help women who are relatively new cyclists to attend the:

PAC Tour Arizona Women's Camp April 7-12, 2009

A committee of UMCA women chaired by Jennifer Wise will review scholarship applications, based on the selection criteria below. The committee may award full or partial scholarships at their discretion. Candidates will be chosen based on their interest to gain mentally, physically and emotionally from the educational experience of the PAC Tour Training Camp, which encourages responsible and enjoyable adult behavior on a bicycle at all times. We hope that the chosen cyclists will come away from the camp with a joy for life, a generosity of spirit and a respect for the skills, techniques, mechanics and dynamics of being a cyclist. That's what we believe Anne Marie would want.

Selection Criteria

Preference will be given to:

1. First-time PAC Tour Camp attendees. The applicant should state her reasons for attending the camp as well as her experience with PAC Tour Camps or other cycling camps.
2. Women with 1-3 years of cycling experience who will use the instruction in nutrition, technique and training to become better cyclists. The applicant should briefly describe her cycling history and the types of riding she enjoys.
3. Applicants who have already demonstrated an interest in sharing the joy of cycling with other women by work they have done — in their local club or at a community, state or national level. The applicant should also state how she plans to use the camp experience to nurture women's cycling in the future.
4. Applicants who plan to use the PAC Tour camp experience to achieve a specific goal, and that goal should be stated in their application essay. Whether it is to complete her first century, join a women's cycling team or compete in a long distance event

like RAAM, the loftiness of the goal need not be important, but the applicant should use the camp experience to raise her game a notch.

The scholarship covers the PAC Tour camp fee, which includes registration, one PAC Tour souvenir item, daily rides, all seminars, housing (based on double occupancy), breakfast and lunch. The scholarship does not include travel or meal expenses. The women will be assigned a roommate at camp and are responsible to bring (or ship) their bikes to and from camp. No rental bikes will be provided. Women must wear a helmet at all times while riding the bike. The women will be expected to attend all pre-ride and post-ride meetings and functions. UMCA Directors and Officers, selection committee members and their immediate families are ineligible for this scholarship.

Scholarship recipients will also receive a one-year membership in the UMCA.

Application Form

Download application form:

<http://www.ultracycling.com/about/mcsweeney.html>

Applications must be submitted by December 15, 2008 to the address on the bottom of the form.

Questions?

E-mail Jennifer Wise: anotherwise@verizon.net

More information about PAC Tour at www.pac-tour.com

Contributions

To make a tax-deductible contribution to the McSweeney fund, please make the check payable to the UMCA and send it to the address below. The UMCA is a not-for-profit 501(3)c.

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A Season of Randonneuring

By Ken Bonner

It is the first randonneuring event of the upcoming randonneur season. As organizer and a rider of the British Columbia Randonneurs' Vancouver Island Hell Week in early spring (200, 300, 400, 600 km in one week), I am pre-riding the Ride for Gold 600 km. It is dark, it is cold and the horizontal rain is driven into my face from the scenic Strait of Georgia (scenic if I could see it!).

It is the middle of the randonneuring season. The eight percent uphill grade into the Cascade mountain range is a struggle with a strong headwind and the sun doing its best to broil me in a 107-degree F convection oven. (Baked Alaskan recipe from Mama Bear's Yum-Yum Recipe Book: Broil cyclist for three hours; then throw into a snow bank! Soften by jumping up and down and smacking the carcass a few times with your forepaws. Delicious with blackberries or blueberries!).

It is the last 1200-km randonnée of the season. It is the Colorado Last Chance 1200 with unprecedented tailwinds in both directions and it is the last 100 km of the event. It is a nighttime finish in a cold, torrential rainstorm with strong headwinds coming from all directions. It is riding through a flooded freeway underpass with floodwaters up to the wheel hubs and riding with one eye open to counteract double vision. It is just another randonnée!

Randonneur cycling is a very misunderstood sport. Basically, it requires participants to cycle distances from 200 km to 1200-km over a specified course on paved roads within specified minimum and maximum time allotments. Cyclists must also check in at designated control points along the course to validate their times and to verify they have followed the specified course.

It should be easy to finish within the maximum allotted time since the maximum time is computed using an average pace of 15 kph (9 mph), including stops. Finishing fast, particularly in the longer distances, is a little more challenging as the minimum allotted time is computed using an average pace of 30 kph (18 mph). Drafting is

permitted and rider support is available only at the specified controls. Distances between controls vary between 50 and 160 km.

A confusing issue for some cyclists is that brevets are neither tours nor races. Some folks refer to randonneur cycling as fast touring. This definition seems to be a barrier for touring cyclists as most want to stop and smell the flowers

and to have a sag-wagon in which to rest or to be transported to the finish. Racing cyclists have trouble visualizing doing without their beauty sleep and/or a support team following them at all times providing food, clothing, and bike repairs.

In addition, many traditional randonneur organizers strongly voice their opinions that randonneur brevets are not races. There is generally no official recognition for fast finishers. In addition, the finishing times are generally listed in hours and minutes (no seconds) without notations such as identifying riders who draft for most of the brevet and then blast to the finish in first place. This blunts the interest of some racing cyclists whose egos require that seconds be counted.

So why do we do brevets? This question has been in the forefront of my mind in almost every brevet I've ridden, particularly when self-talking myself to the finish. The usual self-talk theme

Randonnées and Brevets

As a matter of convention, "randonnée" or "grand randonnée" are applied to 1200km-and-longer events; brevet to 200k-1199k events. However, the terms "randonnée" and "brevet" may be used interchangeably. The two words focus on different aspects. "Randonnée" emphasizes the cross-country challenging nature of the activity, borrowed no doubt from ski randonnées. "Brevet" means "certificate" and emphasizes the certified/controlled and time-limited nature of the events.

goes something like this: “If I finish this brevet, I will never ride another one.” This has been going on for more than 20 years and over 135,000 km of brevets including over 30 1200-km events!

In discussion with randonneurs over the many seasons, it appears the major themes that keep us coming back are:

🔗 Riding through incredibly scenic landscapes ... and in the dark is often added by veteran randonneurs! Some awe-inspiring examples include: looking back from the top of Washington Pass during the Cascade 1200, descending the Columbia Ice Fields during the Rocky Mountain 1200, and absorbing the limitless skies of Kansas and Colorado during the Colorado Last Chance 1200.

🔗 Meeting interesting folks along the way including fellow cyclists, travelers and locals. One year climbing the Cascade Mountain range (again in the rain), I was replacing my rear flat when a beat-up car stopped. A rough looking bearded hillbilly-type jumped out and approached me. Here’s trouble, I thought! As he approached me, he yelled: “Do you need a floor pump?” And sure enough, the Good Samaritan pulled a floor pump from his trunk.

🔗 Researching and experimenting with clothing, equipment, food regimes and training regimes. Experimenting with what to carry on the bike is especially challenging. One of my colleagues, Keith Fraser, is a minimalist. He carries very little clothing, food, spare parts, and tools ... he is a fast rider. Another of my colleagues, Ron Himschoot, is a maximumist (if there is such a designation!). Ron is ready for anything ... even for snow during the first Colorado Last Chance. He is a middle of the pack rider. And then there is one of our local riders who has packed gourmet snacks in his panniers plus a checkered picnic cloth and a rumored bottle of wine. (I made up the last bit. It makes a good story. However, the gourmet snacks part is true!) He strives to be the *lanterne rouge* rider on each brevet.

🔗 Hearing inspirational stories of riders who have overcome adversity to accomplish their randonneur goals. People like ultracyclist Dan Wallace of Florida. Dan DNFed three 1200-km

randonnées before successfully completing three in one year! Sophie Matter from France, who broke the women’s record at this year’s Rocky Mountain 1200, told me she trained for the event by riding back and forth over Mt. Ventoux. On one nighttime high-speed descent she hit a deer, damaging her bike to the extent that she had to walk to the bottom! Some folks might remember Mt. Ventoux as the place where a British pro-cyclist died after asking his handlers to put him back on the bike!

🔗 Meeting fellow randonneurs who share the challenge of pushing themselves to their limits not to beat other riders, but to explore their cycling limits over long distances. For Californian Kitty Goursolle, her inspiration to finish the Rocky Mountain 1200 was not only the company of a fellow randonneur, but also her personal goal of earning a Can-Am pin. For others, it is to ride brevets on a fixed gear, on a retro-bike, on a recumbent or on some other interesting human-powered vehicle. I am waiting to meet the randonneur who successfully completes a 1200-km randonnée on a unicycle!

🔗 Meeting the many friendly volunteers who cheerfully encourage riders to finish their rides and the brevet organizers who provide challenging events for the hopelessly addicted randonneurs. Although there are many excellent folks out there, organizers Jennifer Wise and Pierce Gafgen and their incredible team are to be commended for providing one of the most challenging, scenic, superbly organized and supported 1200-km brevets: the Boston-Montreal-Boston randonnée.

🔗 Hearing the many varied stories randonneurs tell about their encounters with adversity before, during and after the brevets. Some day an inspired randonneur will write the randonneuring version of the classic “A Pilgrim’s Progress” by John Bunyan. The full title will be: “The Pilgrim’s Progress From This World to That Which is to Come; Delivered Under the Similitude of a Dream Wherein is Discovered the Manner of His Setting Out, His Dangerous Journey, and Safe Arrival at the Desired Country.” For experienced randonneurs, this title has a very familiar theme. If the bicycle had been invented in John

Bunyan's day (16th century), I am sure he would have been a randonneur!

So, start preparing for the next randonneur-ing season. There are lots of long challenges out there this year, including:

- British Columbia Ultimate Island Explorer 2000
- Virginia Shenandoah 1200
- California Gold Rush 1200
- London-Edinburgh-London 1400
- Ontario Granite Anvil 1200
- Colorado Last Chance 1200
- Pennsylvania Endless Mountains 1240
- Madrid-Gijon-Madrid 1200

- Super Brevet Scandinavia 1200
- ARA-Nordbayern/Fränkische Alb 1200
- Herentals(B)-Paris(F)-Cosne s/Loire(F)-Reims(F)-Herentals(B) 1200

And for those who find that there are not enough ACP/RM-approved brevets, there are almost an endless number of permanent brevets approved by Randonneurs USA and the BC Randonneurs that can be ridden any time (and repeatedly) during the year. In addition, most brevets can also be counted in such distance cycling programs as the Canadian Kilometre Achiever Program (CKAP) and the UltraMarathon Cycling Association's Year-Rounder Program.

Ultimate Island Explorer 2000 km. Randonnée (2008)

By Ken Bonner (UMCA member #1698). Bonner has completed 30 - 1200 km randonnées)

Basic Stats

August 12, 2008

Start/Finish: Victoria British Columbia, CA

Route totaled 2008 km with a maximum time of 166h 40m

63,000 feet total climbing (constant undulations, but no major climbs)

Scenic route: Victoria (Little Bit of Olde England), coastal sea views, forests, lakes, rivers, snow-capped Mainland mountains, full moon at night, and awesome sunrises and sunsets

Wildlife: deer, elk, black bears, bald-headed eagles, rabbits, and seagulls

Nine folks expressed interest, three riders started, and two finished:

Yutaka Moriwaki (Kobe, Japan) 134h 20m

Keith Nichol (Vancouver, Canada) 136h 45m

Ken Bonner (Victoria, Canada) DNF (450 km – illness)

Qualifications: Experienced randonneur

Organized by Ken Bonner on behalf of the BC Randonneur Cycling Club

Glimpses of the ride:

Weather: Light rain showers the first and last days. Mostly about 80-90 F during the day, 52 F at night. Light clouds in the morning and evenings provided vividly colourful sunrises and sunsets over the water.

Keith Nichol, a veteran of many brevets including Paris-Brest-Paris and London-Edinburgh-London, carried out his plan of riding roughly a fifth of the route each day.

Yutaka Moriwaki, who flew from Japan especially to ride the UIE 2000, was ecstatic about his successful finish, as he had previously only completed a 600 km brevet (DNF'ing at the 2007 Paris-Brest-Paris).

“Moriwaki had previously only completed a 600 km brevet.”

At the Campbell River Coast Discovery Hotel room-drop bag control, the organizer, Ken Bonner, Nichol and Moriwaki were surprised to find that the assigned beds had pure white flouncy comforters on them; obviously the hotel was aware of the delicate sensitivities of randonneur

cyclists! The riders took great care to keep their trusty velo-machines well away from the beds!

Mainly the route followed paved back roads traversing west and east across Vancouver Island as the route travelled north and then ran more or less south from the turnaround point (Port McNeill) at approximately 1,500 km, back to Victoria. The constant climbing caused the riders to make some derogatory comments about the or-

ganizer during the initial stages of the ride, but later the riders accepted their fate and decided to enjoy the course, taking many photos.

For further photos and a brief outline of the riders progress go to the B.C. Randonneurs website http://www.randonneurs.bc.ca/galleries/gal_2008/vi2000.html

Join me for the UIE 2000 in 2009!

The Rocky Mountain 1200

By Ken Bonner

Event Date: July 23, 2008
Start/Finish: Kamloops, British Columbia, CA
Start times: Wed, 10:00 pm (90 hour finish)
Thu, 4:00 am (84 hour finish)
Course: Kamloops, B.C., Jasper, AB, Lake Louise, AB, Kamloops, B.C.
Scenery: Spectacular Rocky Mt. vistas
Wildlife: Elk, deer, bears, mountain goats, "rando-cyclists"
Terrain: Four significant mountain passes (two above 6,600 feet) total climbing 26,000 feet
Qualify: Completion of super randonneur series, P-B-P, or other similar ultra-cycling event
Rider limit: 100 riders (filled within two weeks of registration opening)
Organizer: BC Randonneur Cycling Club
Website: <http://www.randonneurs.bc.ca/rocky/rm1200.html>

102 riders started; 86 riders finished

Women's record broken: Sophie Matter of France set the women's record of 64h 44m (eighth overall finisher). Susan Barr of British Columbia had set the women's record of 71h 09m in 2004.

Men's record broken: Ken Bonner, 65, from British Columbia set the men's record of 50h 34m, besting the record set by 42-year old Othmar Altmann in 2002 (52h 02m).

Glimpses of the Ride (author's observations)

Riders saw the usual complement of bears, elk, and mountain goats. Bryan Johnson of Massachusetts saw a large bull moose up close and per-

sonal, but only got a photo of its rear quarters! Possibly the moose's opinion of randonneurs?

A number of UMCA members participated, including Ali and Roger Holt, who organized the 2008 Rocky Mountain 1200.

Eleven riders received Can-Am pins (having completed at least one Canadian and one American 1200 in 2008). Kitty Goursolle of the San Francisco Randonneurs noted that the Can-Am pin was a significant motivator for her to complete this ride.

At least three women completed their first 1200 km brevet: Shellene Foster of the Lone Star Randonneurs (mentored by UMCAer and RAAM veteran, Mark Metcalfe), Devon Mihalyi of the B.C. Randonneurs (accompanied by recumbent rider, Luke Galley), and Jessica Eckhardt of the Northeast Bicycle Club (mentored by UMCAer and multi-RAAM solo finisher, Ed Kross).

Sophie Matter, of Argens Cyclo Carces, France, a very strong rider with a sub-60 hour 1200 km brevet behind her, described part of her training regime: Seven times up and down Mt. Ventoux in 24 hours, including hitting a deer on her descent in the night and walking to the bottom because of injuries.

Overall, this was an excellent event, with clockwork organization, including a fine wind-up meal with notable persons such as the 'international parents' Madame and Monsieur Lepertel of the ACP in attendance. Volunteers at the Controls were plentiful, enthusiastically helpful and very encouraging to the riders as they passed through the controls.

The Year-Rounder Challenge

What Does it all Mean?

By John Lee Ellis, Y-R chair

What does the Year-Rounder mean to you? And what could it mean? Here's what it does for me. (1) I believe a volume of distance riding is key for the ultra/endurance cyclist. (2) I believe year-round activity makes a big difference when it comes time for peak training and peak events. (3) I believe structure and incentives, such as the Year-Rounder provides, give that extra nudge or excuse to keep on going in a consistent way.

"Volume of distance" means a whole range of things, of course. 700-mile weeks have historically typified training for a number of RAAM soloists. On the other hand, a century a month can be a great volume goal for the developing endurance rider. Clearly there's lots of room in between!

The Year-Rounder can be a crossover to your other goals and riding: the Ultracycling Cup, setting records, qualifying for RAAM, and major ultracycling events. It can be a compendium of your diverse endurance riding—your ultracycling barometer, in a way.

My life patterns have changed over the years I've participated in the Year-Rounder. There are now more family commitments. Living now in Colorado, I do a lot of Nordic skiing in the winter

(cutting into but not eliminating those frosty miles). Most of my organized events are now randonnées. The

Year-Rounder suited me when I first joined, and is still a good fit for the lifestyle I now have.

Consider some rider profiles. Some of us live in a temperate climate (or you're just plain tough), but have limited free time: at one 90-mile ride per month, the Larry Schwartz Award is an achievable goal. Others may have more time in certain seasons, and some great weather to match. The Gold Award (3,000 miles) may be just the thing. A whole lot of time, energy, and persistence? Aim for Platinum (5,000 miles).

And for those who can carve out time for a two-year Platinum commitment, just add a cross-state record or UltraCycling Cup placement and you could become an Ultracyclist of Distinction! (Year-Rounder volunteer Kerin Huber achieved this goal this year.)

There are, in short, lots of things you can do with the Year-Rounder as you develop, as your life changes, as your interests expand. For me, the program is a useful partner in my cycling goals.



The Diversity of Year-Rounders

By John Elmlad

The Year-Rounders (Y-R) are a diverse group of cyclists. They come from many places and ride for many reasons. I asked, "Why did you join the Year-Rounder Challenge?" So many Y-R's responded that we are dividing the stories over three issues of UltraCycling. The riders who joined for fun or for motivation are in this issue. The folks in it for health and fitness, and those looking for a challenge or to work towards goals will be in future issues.

Fun

Kerin Huber, Pasadena, CA, F, 49, chemistry teacher: I do the Year-Rounder because I like doing long rides! There is nothing I'd rather do than spend the whole day riding my bike through pretty scenery. I also like the Y-R because it is a competition for distance rather than speed. So, if I don't feel like going hard on a ride, I just take it easy and enjoy myself!

Catherine Shenk, Boulder, CO, F, 49, marketing guru: The first year I signed up I thought “Hey, I ride a lot; I should be able to do well at this.” Then I got the results list and I was somewhere on page 15! I had no idea there were so many people who rode so much! I signed up again in order to track my riding from year to year, maybe even move from page 15 to page 14. About 70 percent of my miles are on a mountain bike and it turns out those rides are too short or I am sometimes too slow for them to count. Still, it’s fun to see where I fall in the list. My fantasy is to see time and distance modifications made for mountain biking because depending on the terrain I have found mountain biking to be twice as hard as road biking for the same distance.

Motivation

Alan Schwartz, Memphis, TN, M, 60, electrical contractor: A structured means to get on the bike more and for longer was just what I was looking for. I love the bike, the health benefits and the simple feeling of accomplishment. The UMCA offers a great motivational program to help us set goals for our bike-life.

Skip Ralph, New York, NY, M, 50, director of a medical research lab: I joined the Year-Rounder last year while helping some friends train for Paris-Brest-Paris. Having a personal goal kept me motivated while keeping them company on century rides. I enjoyed the challenge and this year I am doing the Year-Rounder again, but just for me.

Dave Macmurchie, Shawnigan Lake, BC, M, 64, self-employed database consultant: This, as so much else, is all Ken Bonner’s fault. He encouraged me and his other BC Randonneurs to engage in other certifiable activities, including the Year-Rounder, and I did want a motivator to ride more this year, so here I am. The Y-R program is suiting me very well. I can do it in my own somewhat plodding style and whenever it suits my self-employment schedule, and it’s working: I’m getting better.

Stuart K. Sutton, Virginia Beach, VA, M, 51, physician: I first joined after learning about the UMCA while preparing for the PAC Tour in 2007. Insight I gained from UMCA helped me be prepared for the PAC Tour. Then as now I find it

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motivating to track my long rides for the Year-Rounder. I rode my first brevet series this year and was well prepared because I was actively riding centuries in January and February.

Tom Tittle, Gardnerville, NV, M, 57, finance: The reason is simple: it keeps me motivated. Just exercising is no fun in itself. But when you have goals it makes it fun. About five years ago I picked up road biking again and started doing centuries and double centuries. Last year I found the UMCA and the Year-Rounder. It is like the California Triple Crown or our local Thursday night races: another goal for me to work towards.

Jennisse Peatick, Hillsborough, NJ, F, 36, part-time cycling coach and full-time transportation coordinator for a school district: The Year-Rounder has motivated me and helped me stay on my goal of one century a month. It has even helped me go beyond the one a month. I felt ready to try Sebring 12-hour, a 200 km brevet, a 300 km brevet and most recently, the Saratoga 24-hour race. All have been successful. I am now looking towards PBP and other long-distance rides. This has helped members of our team, Team Echelon, become involved in various ways in the ultracycling world as well. In addition, because team members know I do a century a month, they feel more motivated to join in for as far as they can go until they can do a century. The Year-Rounder was the start. We don't know where it will take us!

Paul Defeo, Huntington Beach, CA, M, 52, engineer: I have always enjoyed cycling. It wasn't until I encountered health problems that I realized just how important cycling is to me. After recovering from two potential life-changing situations I wanted to prove to myself that I was back. I signed up for the Year-Rounder for motivation hoping just to complete the first year. I guess I just got hooked.

Richard Lorenz, Edgewater, Florida, M, 46, golf course landscaper: This is my third year in the Y-R and I enjoy the competition. But the main reason I enter is motivation. It motivates me to ride every month no matter how I feel or whatever the conditions. I have accomplished my goal every year so this works out great for me.

Jim Colligon, Florence, AL, M, 60, college professor: I have been cycling for 17 years as injuries to my knees and ankles have forced me to choose semi-non-weight-bearing activities such as cycling!! I teach kinesiology, nutrition, exercise physiology, wellness and general health and fitness so cycling helps me to practice what I preach and to be an example to my students as well as colleagues!! I have joined as a means of accountability, motivation and also to encourage my fellow cyclists (who also could use some encouragement).

Ed Garrison, Cordova, TN, M, 48, director of leadership services for International Paper: I signed up for the Year-Rounder because I love a challenge, and the Y-R is a great motivational tool to encourage me to get out and ride (as if I need an excuse or a reason!!!). I have mentioned my goal to my riding buddies and as I have met new people, they have said things like, "Oh, you're the guy doing a century a month. Cool." That's a nice feeling to be recognized that way and it gives me a chance to explain the program and put in a plug for UMCA while I'm at it!

Bill Arcieri, Rockville, MD, M, 57, engineer: I joined the Year-Rounder so that I would have a reason (or excuse) to ride a century at least monthly. I seem to be busier with life than I sometimes care to be and it is easy to put off riding. The Year-Rounder helps keep me motivated.

John Lee Ellis, Louisville, CO, M, 55, software engineer: I had gotten into the habit of riding solo double centuries. A friend told me about the UMCA program, and how the top mileage guy the year before had ridden 40 doubles. It took a couple years, but I was eventually cajoled into joining in. I found you could regularly ride back-to-back doubles if you didn't think too hard about it, and ate enough. A broadening experience! Over the years, the program has lent structure to my riding and a goad (or inspiration?) to keep up endurance riding throughout the year.



Rides from All Over

This summer, and fall, many Year-Rounders rode a huge numbers of miles. Some described idyllic conditions, while others had just the opposite. Some of the rides went smoothly, but others tested the cyclists mechanical skills and endurance. So read on, and enjoy these tales of rides from all over.

June

Kelly Norton reminded us that it was not spring yet in Vermont. "Decided to do 'Smuggler's Notch' today, except the road is still closed. So I rode around the barricade enjoying the no cars riding. The road condition wasn't too bad, but still quite a bit of snow above 2,000 feet. Had to carry the bike over a few stretches of snow and ice but was able to ride most of it. The descent was a bit hairy for the first mile or so. All in all, a good ride on a nice sunny day."

Ken Bonner rode the Flèche Pacifique in British Columbia with the team of "Eric and the Hipsters-Eric had a hip replacement last winter."

Gerald Eddlemon set three UMCA records with a New Jersey double crossing.

Philip Baker and Marshall St. Amant rode their rides in Louisiana, including the Baton Rouge Bike Club Spring Century.

Dan Driscoll and Pamela Wright did the RUSA Permanent #162 Old Dennis in Texas, and Wright had this comment, "Sheeez.....it was just a 200 km, right? Then why did my 4-boy-butt buffet have to take turns babysitting me while I kept tending to overheat? All I can say is it's a good thing the boys were taking care of me - yea!!!"

Ed Brady rode both days Tour of the Ohio Scioto River Valley from Columbus to Portsmouth and back.

Sven-Erik Olsson did "another brevet starting from Malmö... CK Distans Skåne 400 km brevet." He also reported on a personal century in which he "rode with my wife Ann-Margreth for the first two-thirds."

Don and Mary Margaret Williams, in Utah, rode the Pine Valley 300 km brevet and the Cycle Salt Lake Century.

National 24-Hour Challenge: Many Year-Rounders had successful rides in Michigan. Reporting in were Gerald Eddlemon, Jeffrey Magnuson, John and Nancy Guth, Larry Ide, Peter Leiss, and David Jordan.



Joel Sothern reported that at the N24HC: "Two riders crashed in front of me at around mile 85, I went down as well. Bent rear wheel, rode 35 miles with wobbling wheel rubbing on frame to end of day loop. Wheel couldn't be fixed—thankfully, Wendell Hyink loaned me his training wheel and I was able to continue after losing 1.75 hours. Lots of road rash, but thankfully no damage to either frame (mine or the bike's). Storm blew through between 11 p.m. and midnight, wind gusts of 45 mph, heavy rain. Clouds started dissipating in the early a.m., could see the moon—very uplifting sight! All in all not a great effort but thankfully didn't quit!!"

Brevets: Russ Loomis and Wayne Cernak rode the Saratoga 400 km brevet in New York. Christine Newman and Jim Logan did the Pennsylvania 300 km brevet. Logan reported, "A great day cycling in eastern PA. Great weather, great course. All 24 starters finished."

Others riding brevets include John Ingold up in Alaska, Jeff Sammons in Tennessee, Jack Twitchell in California, James Logan in Pennsylvania, Larry Ide in St. Louis, Ali and Roger Holt and Ken Bonner in British Columbia, Shellene Foster in Texas, Jeffrey Magnuson and Chuck Wood and Crista Borrás in Washington DC, Dan Driscoll and Pamela Wright in Texas, and Sven-Erik Olsson in Sweden.

Other Year-Rounders rode permanents including: David Rowe in Oregon, Henry McMullan in North Carolina, and the longest was Tom Knoblauch's from Denver to Topeka, KS!

The inaugural Shenandoah 1200 km drew Tim Carroll and Jon Pasch who wrote, "This was a great event... a very hard but rewarding course. It was the heat that kicked everyone's butt. The

controls were very well spaced and the sleep controls were well supported. Too bad so many riders fell out due to the extreme heat."

Organized centuries or doubles were reported by Don and Mary Margaret Williams in Utah, Ed Garrison in Missouri, Ed Brady in Ohio, Henry McMullan in North Carolina, Wayne Riley in California, Skip Ralph in New York, Jim Logan in Pennsylvania, and Jeff Sammons in Tennessee, Isabelle Drake, Kitty Goursolle, George Sherman, Kerin Huber, and Doug Patterson in California, Dan Martin and Ronaele Foss in Colorado, John Calnan in Washington, Leonard Wright in Florida, Russ Loomis in Massachusetts, and Mark Newsome in Oregon.

Personal Rides: A herd of cyclists were doing personal rides of varying lengths including Phillip Baker in Louisiana, Michael Emde in Washington, Ken Bonner and Dave Macmurchie in British Columbia, Wayne Riley, George Sherman, and Greg Olmstead in California, Leonard Wright in Florida, Tom Knoblauch in Colorado, Skip Ralph in New York, Christopher Hodges in New Hampshire, Paul and Chris Burns in Tennessee, David Jordan in Wisconsin, Ed Garrison in Tennessee, Jim Pettett in Utah, Wyoming and Idaho, and Charles White and Jane Hoffman in Virginia.

Wayne Riley, Doug Patterson, Kitty Goursolle, and Kerin Huber did the Eastern Sierra Double Century. Isabelle Drake said, "Snow capped mountains and cool weather. The watermelon and fresh strawberries at the Sagehen Summit hit the spot!"

July

Mike Hunter's account of his "Social Century" starts with: "I took a day off from work and headed off at 7:15 a.m. and 42 degrees from Athens [GA]." At one point on this steamy ride Mike recounts: "I was on a long grade and quit for five or so minutes, sat on a guardrail, and watched a babbling brook. No traffic went by. I made traffic my stopwatch. When the first car went by, I got up and started pedaling again." After a long day, Mike passed his house, "gained a little more altitude and mileage, turned and made the dash up my 21% grade driveway and stopped just as the speedometer showed the pat-

tern I had aimed for—111.11 miles. Dinner was ready. Life in Appalachia is good." A worthy effort by any ultra-cyclist's measure!

Brevets and permanents were reported by: Rene Mortara in New Jersey, Dean Furbish in North Carolina, Dan Driscoll and Pamela Wright Texas and Oklahoma, George Swain in Massachusetts, Tim Carroll in Ohio, Catherine Shenk in Colorado, and Fred Zickrick in Oklahoma.

The DC Randonneurs Urbana 200 km brevet was completed by Jim Romer, Keith Krombel, Michael Rowny, and John and Nancy Guth who reported, "Pouring rain and lightning made this 200 a very tingling experience—especially when a transformer was hit by lightning as John, Roger Hillas and I raced for cover under our last control's porch."

Greg Courtney, from Iowa, rode the Yellowstone-Area Randonneurs' 200 km and 300 km brevets in Idaho, and then the Rocky Mountain Cycling Club's 400 km brevet in Colorado, commenting "Thanks to Jim Severence and John Lee Ellis. I wish I could train in the mountains and at altitude more often!"

Leonard Wright in Florida wrote, "That's it—I'm done—had hoped to ride thru June but heat index is 110+. Looks like I'm not much of an ultracyclist—I'm doing this for fun and hours of muscle cramps after a ride are not fun." Then three days later this, "Still riding almost daily, just cutting my mileage back below Y-R requirements—will do centuries on 'cooler/less humid' days. I have well over 6,000 miles so far this year." Wright sounds like an ultra-rider to me!

Sven-Erik Olsson rode the 300 km Vätternrundan in Sweden in a personal best time.

Wayne Riley did a "test ride for a new double century for the California Triple Crown. The ride was in South Tahoe and included eight mountain passes and over 20,000 feet elevation gain."

Ed Garrison found time on a cycling trip with his wife for Y-R miles. "Riding across the Katy Trail in Missouri on my single speed Gary Fisher Rig 29er, pulling a Burley Nomad trailer with our luggage for the week. Left the luggage today at a B&B and made a run out to Clinton and

back. It was a great day with blue skies, not too hot (mid 80s) but a pretty stiff headwind."

Tom Knoblauch rode the Colorado 1000 km brevet commenting, "It's nice when you receive your b-day wish. I suppose it's like having your cake and eating it too." Happy Birthday, Tom!

A "wheel" of a tale from Ken Bonner about his ride of the Highway to Hell 400 km. "I set a new personal record for riding with a broken drive-side spoke on my Mavic Ksyrium wheel, 105 miles (previous best was 50 miles)!! When the spoke broke at about 50 miles into the 400 km brevet, my choice was to abandon, or continue on with the slightly buckled wheel. After another 100 miles of 'gentle' riding, I found an open bike store, so then my choice was to lose a lot of time getting the wheel repaired (I carry extra Ksyrium spokes with me), or carry on, knowing I would be traveling over rough pavement for the last 40 miles which would increase the chance of another broken spoke and perhaps being stranded and DNF'ing. Even though the bike shop was very busy, they had me back on the road in an hour! Some folks would say I should stick with traditionally spoked wheels—I did, for PBP. I used a Mavic Open Pro rim with heavy gauge spokes, only to be stranded for several hours just outside Dreux (about 80 km from the finish) with a wheel so badly pretzled that it was jammed in the frame. Fortunately the Dreux officials saved the day!" The moral is that there are no perfect choices.

"There are no perfect choices."

The Rocky Mountain 1200 km brevet drew Ken Bonner (set a course record time), Kitty Gour-solle (rode both the Rocky Mountain and the Cascade 1200s), Shellene Foster (her first 1200 km), David Rowe, and Ali and Roger Holt, to the beauty of British Colombia and Alberta.

August

Chuck Bramwell rode the Carbon Canyon Century in California and describes, "a brutally hot day. At mile 60, I rode over a five-inch wood screw which went right through my tire, tube, and rim. I double booted the tire and stretched the rim strip tape over the hole in the rim and

was able to ride home another 30 miles."

Ed Kristensen wrote, "One would think the San Diego Randonneurs 300 km brevet ride up the beautiful Southern California coast would be a very pleasant ride. Not on this day. 100 degree heat on the coast, thousands of people flocking to the beach, a flat tire on Interstate 5 with asphalt melting and traffic beyond belief made this ride a special adventure."

Qualifying for this fall's Last Chance 1200 km brevet in Colorado, Ronalee Foss rode the required 600 km brevet in Iowa saying, "I did the 600 km in 39 hours and 55 minutes. I cut it really close. Very tough ride due to all of the climbing."

Wayne Riley is riding the PAC Tour "Ridge of the Rockies." Starting in Kalispell, Montana, Wayne had made it as far as Moriarty, NM after 15 days.

"442.43 miles plus two miles back to starting point. Sixth place overall, 1st place 50+. Great race, extremely well organized. Fog for 3-4 hours overnight made for a slow (and somewhat dangerous) ride during that period, but the weather was unseasonably warm (and humid) during the day." That was Californian Joel Sothern's report from the UK 24-Hour Championship.

Don and Mary Margaret Williams enjoyed four centuries in Utah.

Philip Baker continues to meet his goal of two 100-mile training rides a week in Louisiana.

The 1000 km brevet in Eastern Pennsylvania was ridden by Crista Borrás, Chuck Wood, and Jim Logan, who reported it was a "beautiful course and better than expected weather (cool). A good 429.6 miles. Unfortunately it was a 621-mile event. Live and learn."

At the Moon Valley Century, the same Jim Logan wrote, "Great ride. This century is a classic in Pittsburgh. I broke a radial spoke about mile 75, but I wasn't going to DNF twice in one week, so I rode with it."

"I tried to break six state-crossing records of Connecticut in 24 hours, and almost managed, completing four crossings in 24:12 [including the two double-crossing he set six records.] This was

a great experience to share with my wife and friends, on a beautiful, relatively cool, August day." The records were set by Tim Carroll of Ohio.

A summer tale from Jim Pettett who, "went to Flagstaff to escape the Phoenix heat and the temps in the mountains never felt above the 70's... we even got about 20 miles of hard monsoon rain. It felt great and I even got a little chilled!!!!" That was at the Flagstaff-Mormon Lake Century.

A RUSA Tenth Anniversary brevet was ridden by Jim Logan in Ohio, Jon Pasch in Virginia, Greg Courtney in Iowa, Dean Furbish and Paul Smith in North Carolina, Dan Driscoll, Pamela Wright, and Shellene Foster in Texas, Alan Schwartz in Tennessee, and Dion Dyer and Kitty Goursolle in California. Tim Carroll may have done the most anniversary miles riding to and from the brevet in Columbus, Ohio, for a total of 433 miles!

Dan Driscoll trekked out to Colorado for the Leadville Trail 100, had a good ride, and got to cheer for Lance.

Sven-Erik Olsson rode "248 of a total 1274 miles. DNFed after several punctures and finally a broken bicycle pump," at the SverigeTempot (Time Trial Along Sweden).

Kenneth Bonner "became sick on the Ultimate Island Explorer 2000 km pre-ride. Just recovering now." Bonner still rode almost 300 miles.

The Metamora 4X50 Double Century in Illinois drew Gerald Eddlemon, Larry Ide, and Joel Sothern.

Doug and Steven Patterson rode the Cool Breeze Century in California on a tandem.

September

The Ultra Midwest 24 Hour Challenge in Illinois drew several Y-Rs, including Larry Ide who rode 412 miles, Gerald Eddlemon who, "won 60-69 age class by only 2.3 miles over entire 24 hours of racing," and Joel Sothern who writes: "Course vandals threw a monkey wrench into the race by painting phony arrows on the pavement, but Joe Jamison and crew made adjustments and the race went off largely without a hitch."

Jennisse Peatick rode the Lance Armstrong Foundation Century in Pennsylvania.

Larry Ide set the UMCA Illinois E-W-E Record in a time that John Lee Ellis called "fast."

Ken Bonner tells a story of not giving up on a brevet. "Not my day!! One of the ferries from Vancouver Island broke down, and the last one for the day was late. Consequently, I arrived at the start point of the 600 km about 2 a.m., so started the ride with little sleep. Broke a rear non-drive side spoke within about 35 miles.

Nice warm sunny day. Then I missed a turn ... 20 miles later and night falling I was back on course. Now discouraged and very sleepy, I went off course for several miles to try and find a motel—all full. Dawn was just breaking when a drive-side spoke broke. Duct tape and a tensioning tool straightened my wheel. Still sleepy, I caught a few minutes sleep on the side of the freeway. Finished with another rider in heavy rain ... we both had wonky back wheels. Fortunately they did not collapse! (And that's the good news!)"

Ritaann Becker tells her own tale of excitement on a North Florida 200 km Permanent. "It was a hot day (mid-90's), humid, and a long, solo ride on the roads of rural North Florida. Around 90 miles, at the M&M General Store (w/ the claim of being the "Biggest Store in Leonia", for year's there's been a sign on the door, "Rattlesnakes Wanted" Dead or Alive ("or Alive" is now crossed out). Apparently, they pay by the foot for dead rattlesnakes brought in, because while I was sitting there I heard a rattlesnake story told by a petite, older lady (76), dressed in her Sunday best, about how she had just killed the rattler at her back kitchen door with her hoe (it was about 4' and in her car trunk). She proceeds to tell me she had the same problem with an alligator a few weeks earlier, it met her hoe, too. You just had to be there; stuff for great storytelling. After I left, seven miles down the road, I was climbing a hill and could see something up ahead; half on the road and half in the grass ... couldn't make it out yet. As I got closer, its head up and rapid movement of the tongue got my attention real fast as I swerved around a rattlesnake; where's the lady with her hoe when you need her?"

Ronaele Foss reported a ride of 1000 km at the Last Chance 1200.

The Adirondack 540 (miles) in New York was ridden by Tim Carroll, and John and Nancy Guth.

Bobbi Fisher and Linda Bott did the Pacific Coast Highway 600 km in California, and Jeff Sammons and Shellene C. Foster rode a 600 km in Tennessee. Foster commented, "Beautiful ride on the Natchez trace! Hard to beat the hospitality of the Harpeth club."

With astounding consistency, W. Thomas Reeder, of Virginia, rode at least a century in his 39th consecutive month.

Others just continue to report Y-R qualified rides, including Dion Dyer, Kerin Huber, Wayne Riley, Chuck Bramwell, and George Sherman in California; Michael Emde in Washington; George Swain and Skip Ralph in New York; Mark Newsome in Oregon; Sven-Erik Olsson in Sweden; David Jordan in Wisconsin; David Yonchik in Florida; Philip Baker in Louisiana; Roger and Ali Holt, and Dave Macmurchie in British Columbia; Ed Garrison in Tennessee; Pamela Wright and Dan Driscoll in Texas; Don Williams in Utah; Ed Thomas in Nevada; Dean Furbish in North Carolina; Jim Pettett in Arizona; Greg Courtney in Iowa; and Tom Knoblauch in Colorado. A hearty "Well done!" to all.

Frank Chenoweth again rode the bike leg of the Redman Triathlon from Oklahoma City.

The Knoxville (CA) Double Century was ridden by Isabelle Drake, Chuck Bramwell, and Doug Patterson on "a beautiful day of cycling with mild temps in the morning and a picture perfect afternoon. The support was as awesome as the day."

"This year along the Front Range has been unusual in that we have experienced the full measure of each season. Some years winter turns to summer skipping spring and summer turns to winter skipping fall. Thus far we have enjoyed a more balanced seasons. However, due to our varied elevations a person can get some early season autumn settings by going to the high country then slip back down to the lowlands and return to summer." Tom Knoblauch rode a

couple of personal rides from the lowlands to the highlands and back in Colorado.

Leonard Wright returned to Y-R rides in Florida this time and commented, "Sure am glad UMCA allows 12 hours for a century—nine weeks off for a broken hip really slows you down (and I wasn't that fast to begin with!!)." Good to have you back!

Alan Schwartz rode the Nebraska 600 km ACP brevet and reported that, "This was a great ride with great prairie winds and new prairie friends."

"Excellent weather conditions for an autumn. Sunny, windy but nothing really hard. Added two loops on the tarmac velodrome in Trelleborg just for the fun, since I was in the neighborhood." Sven-Erik Olsson's neighborhood is in Sweden.

Christine Newman of New Jersey wrote, "Unfortunately, the start and finish are at a local brewery. The brewery provides a cookout and two really good microbrews at the end of the ride. After "refreshing" myself at the barbecue, I was only able to eek out 90.5 miles!"

The unstoppable Ken Bonner rode a few more personal centuries in British Colombia. He is up to 61 for this year, so far.

Christopher Hodges rode in New Hampshire saying, "Once again I waited until the last day of the month for my challenge ride. I ended up riding in the rain the entire time. If I am going to complete this challenge I need to be more selective of my dates going into the cold weather months!!!!"

"Despite near-freezing temperatures at the start and brisk winds throughout (thankfully, some tailwinds!), it was a perfect fall day for riding. I took advantage of the conditions to ride my first permanent, one of several planned for the coming months... in hopes of an R-12 award by next spring. The next four months will be the ultimate challenge!" Greg Courtney is pursuing his goals in Iowa.

Finally, Joel Sothern smoked the course at the Hoodoo 500 in Utah breaking the 50+ record.

Year-Rounder Challenge

Stats as of 10/31/2008 by John Lee Ellis

Questions? E-mail John at year-rounder@ultracycling.com. Current, complete stats and rider notes at: www.ultracycling.com/standings/umcstandings.html



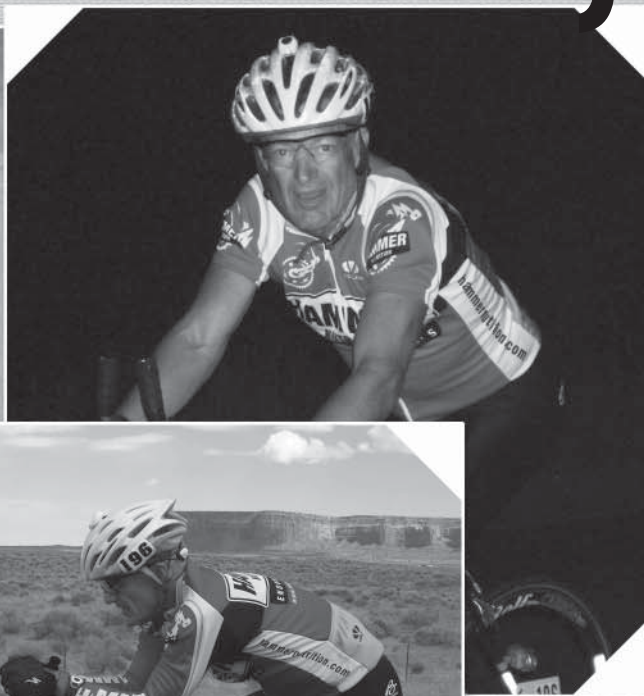
Century Miles	PersCent Miles	Long Miles	PerLong Miles	# of Rides	Comb Miles	Rider
127	7081	7190	229	85	14628	Ken Bonner
1632	4364	1728	3762	80	11486	Wayne Riley
1089	2655	5882	873	60	10499	Shellene Foster (new!)
1953	1986	4943		52	8881	Dan Driscoll
	2867	2985	2835	49	8687	Larry Ide
467	2364	3194	2549	45	8574	Tom Knoblauch
	3964	3700	635	49	8299	Joel Sothern
6564	254	777		67	7595	Crista Borrás
6564	254	777		67	7595	Chuck Wood
315	6123		605	71	7044	Philip Baker
612	2265	1639	2466	36	6983	Spencer Klaassen
626	810	2072	3344	42	6851	John Lee Ellis
	6676	150		65	6826	Felix Gallo
250	3271	1585	1529	41	6635	Jon Pasch
423	3317	508	2346	53	6595	Michael Emde (new!)
1276	1533	3419		35	6228	Pam Wright
1634	2752	1436	352	45	6174	William Beck
481	2356	1132	1593	42	5562	Steven Barnes
252	1678	3536		31	5465	Kitty Goursolle (new!)
706	2334	1782	629	37	5451	Greg Courtney
	5413			58	5413	Paul Zbiek
630	2636	2008		37	5274	Ali Holt
1379	2627	1053	206	44	5265	Jim Wallace (new!)
645	3020	1584		41	5249	Roger Holt
240	1854	3104		32	5198	Isabelle Drake
1989	1472	1649		39	5110	Kerin Huber
3588	103	1223		39	4914	Woody Graham
	3261	538	1079	38	4878	Ross Muecke
90	2470	2024	210	34	4794	Gerald Eddlemon
599	2938	1245		38	4782	Alan Schwartz
1766	760	2172		31	4698	Ronaele Foss
884	255	3175	352	23	4666	Bobbi Fisher
	4579			44	4579	Jim Colligon
585	1134	2789		24	4508	Richard Stum (new!)
1024	3059	420		39	4503	Dean Furbish (new!)
	4096	243	151	41	4490	Bethany Davison
256	550	2838	718	19	4362	Timothy Carroll
1170	1122	2045		28	4337	Jeff Sammons
125	1736	372	1917	27	4150	Burt Prokop
917	974	1681	317	24	3888	Jim Logan
378	943	2484		23	3804	Linda Bott
250	1269	1979	215	19	3713	Catherine Shenk
127	1269	2304		22	3700	Sven-Erik Olsson
3133	90	266		33	3489	Mark Newsome
	3408			34	3408	Leonard Wright (new!)
434	1454	1279		20	3167	Greg Olmstead

Century Miles	PersCent Miles	Long Miles	PerLong Miles	# of Rides	Comb Miles	Rider
	3091			31	3091	John Bailey
330	1899	361	497	26	3086	Robert J. Fisher
1310	354	1259		19	2922	James Romer
	1909	815	194	22	2918	Craig Mathews
110	2800			29	2910	Ray Spooner
336	1732	818		23	2887	Stuart Sutton
906	1975			29	2880	Wayne Coste
0	1590	1256		20	2846	Wade Baker
	93	711	1988	15	2792	Dion Dyer
466	1001	1315		16	2782	David Rowe (new!)
240	1352	899	268	20	2759	Wayne Cernak
234	1140	1317		15	2691	George Evans
730	1748	193		25	2671	George Sherman
355	672	1613		15	2640	Nancy Guth
957	1168	513		24	2638	David Jordan (new!)
1984		644		22	2628	Don Williams
524	1328	151	577	21	2581	Ed Garrison (new!)
92	1742	356	316	22	2506	Mark LaGioia (new!)
432	1255	806		20	2493	Chuck Bramwell
817		1616		15	2433	Jack Twitchell (new!)
355	678	1393		15	2426	John Guth
262	1600	456		19	2318	Jay Schwartz
1872		439		20	2311	Mary Margaret Williams
96	667	1527		13	2291	David Bradley (new!)
	2289			23	2289	Jim Fidler
987	864	436		19	2287	Bill Arcieri
1324	126	649	156	17	2255	Jeff Magnuson
1716	125	338		19	2179	Keith Krombel
318	1138	594		17	2050	Paul Defeo
418		1605		12	2023	Doug Patterson
215	1001	190	562	15	1968	Paul Grimm (new!)
326	598	967		13	1890	Rene Mortara (new!)
1105	600	181		18	1886	Steve Jenkins (new!)
381	523	953		11	1857	George Swain (new!)
380	1427			15	1807	Ritaann Becker
406	605	796		14	1807	Jim Pettett
718	394	684		14	1796	Jennisse Peatick (new!)
555	401	644	189	13	1789	Robert Barday
657		757	366	11	1780	Russ Loomis
633	717	334		15	1684	Larry Adams (new!)
761	513	383		12	1657	W. Thomas Reeder
1033	208	370		13	1611	Ed Brady (new!)
240	959	411		13	1610	Ed Kristensen
105	1088	200	163	13	1557	Michael Hunter (new!)
	1326	214		13	1540	Christopher Hodges (new!)
1254	100		170	14	1524	Michael Bailey
530	589	380		13	1499	Christine Newman
490	1005			15	1495	Bill Buente
235	109	1150		9	1493	Doug Goodwin
502	934			13	1436	Dave MacMurchie
611	811			14	1422	Skip Ralph
551	666	200		12	1418	Kristina Reid (new!)
100	984		320	12	1404	Ralph C. Pruitt, Jr.
227	253	912		8	1392	Joel Lawrence

Century Miles	PersCent Miles	Long Miles	PerLong Miles	# of Rides	Comb Miles	Rider
1124		234		12	1358	Michael Rowny
	772		577	10	1348	George Larson (new!)
1348				13	1348	Al Emma
300	1038			13	1338	Bart Aikman
294	613	423		11	1329	Robert Mortara (new!)
417	891			12	1308	David Makinson
250		1049		6	1299	Dan Wallace
558	732			12	1290	John Ward
	1036		220	10	1256	Bruce Shawcroft
360	90	645	151	8	1246	Sharon Stevens
1037	204			12	1241	Phil Hewitt (new!)
301	909			12	1210	Dan Martin (new!)
1195				11	1195	Rick Wilson
227	404	398	153	9	1182	Tom Tittle
	1165			12	1165	Demain Seale (new!)
999		153		11	1152	Rudy Hewitt
309	824			12	1133	Katherine Polk
309	824			12	1133	Howard Turner
263	860			11	1123	Fred Zickrick
507	606			11	1113	David Yonchik
202	900			11	1102	Cory Berish
230	669	200		9	1099	Henry McMullan (new!)
298	787			11	1084	Harold Brull
383	689			11	1072	Mike McLaughlin
242	829			10	1071	Scott Yuill (new!)
250	801			9	1051	Larry Augenstein
207	835			10	1042	John Wadley (new!)
	1036			10	1036	Joe Repole
122	900			10	1022	Peter Leiss
923	90			10	1013	Boris Levitsky (new!)
709	295			10	1004	Glen Mutch (new!)
198	797			10	995	Hank Osterfeld
598	395			10	993	Ed Thomas (new!)
127	860			10	987	Michael Garner
103	869			10	973	Maynard Vance (new!)
401	401		158	9	960	Eric Johnson
101	840			10	941	Jane Hoffman
101	641	194		9	936	Charles White (new!)
427		500		5	927	Glenn Martin
100	198	184	420	6	902	James Barhitte (new!)
227	619			8	846	Richard Lorenz
224		593		5	817	Lisa Hern (new!)
125	316	189	155	6	785	John Ingold
112	649			8	761	Frank Chenoweth
	492		188	6	680	Kelly Norton
501		155		6	656	Steve Ashurst
636				6	636	Chris Mento
250		378		4	628	Tom Marchand
341	284			6	625	Kevin Hill
620				6	620	Barclay Brown
384	236			5	620	Joseph Keenan (new!)
	603			6	603	Huzefa Mohamedali (new!)
603				6	603	Ben Bassett
101	496			6	597	Don Fait (new!)

Century Miles	PersCent Miles	Long Miles	PerLong Miles	# of Rides	Comb Miles	Rider
203		393		4	596	Steven Patterson
		583		1	583	John Hughes
347	224			5	571	Paul Smith
102	108	198	150	4	559	Paula Ward
	119	434		3	553	Christopher Kaiser
	500			5	500	Jonathan Delf
102	393			5	494	Don Harris
332	101			4	433	Cary Way
125	108	195		3	428	Larry Rouse
226		186		3	412	Michael Berry
99	302			4	401	Marshall St. Amant (new!)
206	185			4	390	Cindy Rhode
	385			4	385	Alan Burmeister
	371			4	371	Jaime Levy
	305			3	305	Joe Jamison
303				3	303	Carol Bell
302				3	302	Lynn Ho
203	97			3	300	John Calnan (new!)
102	198			3	300	Paul Pettyjohn
	298			3	298	Ken Jobba (new!)
	294			3	294	Christopher Burns (new!)
	294			3	294	Paul Burns (new!)
		282		1	282	Fred Boethling
	282			3	282	Andrew Wollert
225				2	225	Lothar Hennighausen
223				2	223	Tom O'Kane
	213			2	213	Debra Banks (new!)
204				2	204	Rick Boethling
202				2	202	Mieczyslaus Burzynski
100	100			2	200	Sara Kay Carrell
		200		1	200	Terry Harrigan (new!)
	200			2	200	Joel Scheraga
	199			2	199	Jonathan Corbett
			199	1	199	Jim Loan (new!)
	198			3	198	Mark Griffon (new!)
	190			2	190	John Elmblad
		182		1	182	Brenda Smith
140				1	140	Bhavyanailwal (new!)
128				1	128	Andreas Bozzelli (new!)
127				1	127	Michelle Williams
	125			1	125	John Henry Maurice
125				1	125	Carlton van Leuven (new!)
	125			1	125	Dave Watkins
	103			1	103	Scott Herget
103				1	103	Mark Stone (new!)
	100			1	100	Jon Rush (new!)
	100			1	100	Dennis Grelk
100				1	100	Daniel Moffat (new!)
98				1	98	Lane Parker
	90			1	90	Marilyn Ferrari (new!)
98,437	195,345	126,664	37,049	3,431	457,491	Totals

FUEL RIGHT,



62 year old David Jones became the oldest solo RAAM finisher, smashing his own 60+ record of 10.52 mph by doing 11.27 mph this year. His time of 11:03:25 took 22 hours off from last year, placing him 1st in the 60-69 mens solo age group, and 11th overall.

Congratulations David!

“One of the problems I had during RAAM in both ‘06 and ‘07 was weight gain from water retention. After a DNF in ‘06 I thought it was caused by insufficient salt, so for ‘07 we increased the electrolyte intake to 600 mg/hr. Unfortunately, that made no difference and I gained the same 15 lbs by the same place in the race (1000 miles). For ‘08 I consulted with Hammer Nutrition’s Steve Born and he diagnosed the problem as too much salt and too many calories. I was dubious but elected to follow his advice and limit the electrolyte intake to less than 300 mg/hr and calories to less than 280 (compared to 450 calories/hr last year). This was roughly half the electrolytes I used in ‘07 but it worked. My weight was down 4 lbs from pre-race after the first day but then came back up and stabilized about minus 2 lbs all the way to the finish. **Much thanks to Steve and the great Hammer products! I believe this one factor played the most significant role in my success this year.** An interesting result was that, just as Steve predicted, I would burn fat to make up for calorie deficit between the 500-600/hr burn rate and the 280/hr intake. At the finish I looked like a desert island castaway with bones showing up all over my body. On the other hand I never felt like I was bonking.”

~David Jones

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- **HEED** is an ideal sports drink mix that provides complex carbs, a comprehensive electrolyte profile, mild taste, and Xylitol too. It is ideal for exercise up to 2-3 hours and is the only sports drink that improves oral health.
- **Sustained Energy and Perpetuem** contain soy protein and other necessary metabolites in addition to complex carbs. Either of these two are the choice for training/races that last beyond two hours.
- **Endurolytes** is a full-spectrum, easily assimilated electrolyte supplement. Endurolytes act as the body's motor oil, helping to maintain the optimal performance of many important bodily functions.
- **Hammer Bars** are a super healthy food in the convenience of an energy bar, ideal for use as a pre-exercise meal, post workout/race recovery food, or healthy snack any time.
- **Recoverite** is a delicious all-in-one recovery drink. Each two-scoop serving provides 30 grams of complex carbohydrates, 10 grams of whey protein isolate, and 3 grams of L-glutamine. One serving will hold you until your next meal, two servings after a hard workout or race and you'll be recovering faster than ever.
- **Hammer Whey** is 100% whey protein isolate, the highest quality, most bioavailable form of protein, and is ideal for recovery. Each scoop of Hammer Whey also contains 6 grams of L-glutamine per serving.
- **Hammer Soy** is a superb all-purpose, GMO-free, all-vegetable protein that has many health benefits and helps athletes to fulfill their daily protein requirements.



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ENDURANCE FUELS

Ultracup Competition

Mid-Season Strategy Changes

By Joel Sothern



"The best-laid plans of mice and men often go awry" — Robert Burns

This is the second in a series of articles on important aspects of participating in the Ultracup competition, including strategy, training, cycling equipment, fueling and the physical and mental demands that Ultracup racers face.

Once you've set your goal(s) for the racing season, made certain that you have the resources to accomplish them, and are on your way, you may need to re-evaluate your goals or redirect your energies to change (or even expand) your goals. This need for course correction may result from many sources. Let's take a look at a few of the major ones, along with some case studies of Ultracup riders.

Health

Injuries and illnesses can occur in spite of (or because of) the training that we do as ultracyclists. Some incidents are unavoidable. In my case, two riders went down right in front of me during the National 24-hour race in June and I couldn't avoid them, so down I went. Although the crash bent my back wheel beyond repair, thankfully I didn't sustain any serious injuries. Sometimes, though, in the rush to become competitive you can bring some injuries and illnesses upon yourself. Increasing your training load too quickly or overtraining can cause overuse injuries and can weaken the immune system and make you susceptible to illness. Consider Gerald Eddlemon's case this season. He experienced a double-whammy: a collision with a dog followed by a respiratory illness. Eddlemon tried to get back into training and racing too soon after the illness, though, and learned the hard way that the body has its own way of telling us if we've pushed too hard, too fast. In his case, he developed a serious sore throat and had to significantly cut back on his training. This case study has a very happy ending, however. In fact, by taking it easier in the middle of the season and

concentrating on late-season races after he had rebuilt his endurance Eddlemon ended up winning the 60+ men's age group and finishing in 4th place overall!

Time and schedule constraints

It's unlikely that any of us will be able to earn a living by competing in ultra marathon cycling events, so most of us have to plan our racing schedules around our work and family obligations. If you're like most of us, those demands have a way of getting in the way of the real important stuff like racing! Many riders end up adjusting their racing schedules as a result. One of the best examples of a successful course correction due to scheduling conflicts occurred in 2005. Three-time Ultracup champion John Jurczynski was faced with a busy summer schedule that prevented him from entering any of the three-point Ultracup events. Given that he could not win the championship without a three-point event, he came up with an ingenious solution. He would set a cross-state record of a distance that would qualify for three difficulty points! He raced from south to north across his home state of New Hampshire and back again (not the easiest cross-state record by any means) and in the process won the Ultracup competition.

Competition

If you've set a goal to win an Ultracup, 24-hour or 12-hour age/gender group, you'll want to monitor the UMCA web site regularly now that competitors' current results are posted. If you see that your competition is riding well and/or has completed more races than you have, you might need to adjust your strategy and either enter more races to earn more points or substitute races that play to your strengths and provide you with a competitive advantage. You might also need to adjust your training regimen to improve your fitness and performance levels (and perhaps cut back to one donut for breakfast

instead of two!). In what will likely go down as the greatest comeback in Ultracup history, Larry Ide started the season slowly this year with an injury. After regaining his form midway through the season, he decided to make a run at the Ultracup title. He added two cross-state record attempts to his schedule, and added the Tejas 500 as his three point event (which he rode only two weeks after the Last Chance 1200 km!). He decimated the previous course record at Tejas, and in the process leap-frogged the leader and won the 2008 Ultracup competition by less than three points!

Your results

If you're anything like me you have good races and not-so-good races. In addition, sometimes the weather conditions make a tremendous difference in the results, either for good or bad. In either case, you should be setting individual race goals and monitoring your results, so you'll know whether you need to make changes during the season to compensate. You may need to substitute two 12-hour races for a 24-hour race to make up for a sub-par outing, for example. On the

other hand, you might find that the opposite case is true: you exceeded your expectations and are feeling so good that you want to up the ante and challenge yourself with a longer or more difficult race, or add a cross-state record to provide variety and fame (such as it is!). Brett Walker's experience this season is instructive. He had set three goals for himself: to win the 24-hour points competition, to win the 24-hour championship event, and to earn enough points to upgrade his road racing license to cat 3. His third goal ended up conflicting with the other two; however, because the training schedule and focus needed for his 24-hour races was quite different from that needed for his road racing goal. In the end, he decided to forgo the third goal and concentrate on training for the Saratoga 24-hour race. Once again, this story has a happy ending: Brett won the 24-hour points competition and the 24-hour championship event with a very strong ride at Saratoga! Paul Carpenter also provided a great example. He raced well throughout the season and planned to finish the season with a ride at the Ultra Midwest 24-hour race; however, he wasn't satisfied

Texas Hill Country RAAM Qualifier

March 2009

- ☞ Great solo and team training for RAAM!
- ☞ Start-finish in Helotes, 15 miles NW of San Antonio
- ☞ About *375 miles* of rolling Texas hills
- ☞ Ride through Bandera, Medina, Utopia, Vanderpool, Leaky, Camp Wood, Rock Springs, Telegraph, Junction, London, Mason, Llano, Fredricksburg, Comfort and Boerne
- ☞ About *20,000 feet* of climbing
- ☞ Organized by George Thomas and Terri Gooch
- ☞ Watch this space for more information

with his results there. He had a substantial lead in his age group in the Ultracup competition and didn't need to compete in another race to win, but he wanted to end the season on a high note so he decided to add the Tejas 500 to his racing card. In the end, he improved his time at Tejas by more than 40 minutes over his 2007 finish, achieved his goal of finishing the season with a strong performance, and finished in third place overall in the Ultracup competition.

I hope this article has given you some helpful tips as well as some inspirational examples of riders who have faced challenges during the season, have overcome them, and have achieved great success by adjusting their strategies.

Ultracycling offers so many opportunities to expand your horizons, take on challenges, and do things you never thought you could do. I hope you'll start planning your goals for next season, and join us in the Ultracup competition in 2009. Take a look at the Ultracup race calendar at <http://www.ultracycling.com/events/races.php> and make your plans to compete today!

"You are never too old to set another goal or to dream a new dream." — C. S. Lewis

Ultracup 2009

The Ultracup is a select series of races. The Ultracup has a cap on total difficulty points (12) and does not include all possible races because we want to promote head to head competition in order to determine the best racers of the season. It differs from the Year-Rounder, which is designed to allow riders to accumulate as many miles as possible.

However, the Ultracup isn't just for the big dogs—every racer who earns at least five difficulty points (DP) receives a custom medal and is eligible for the drawing of prizes. Every racer can earn five DP without much travel: a couple of races and a cross-state record is all it takes.

The Ultracup also has 24- and 12-hour divisions—the mileage from a racer's best three races are totaled—another low cost way to compete!

Ultracup calendar: www.ultracycling.com/events/races.php

Ultracup standings: www.ultracycling.com/standings/ultracupstandings.php

Team Championships

New to the Ultracup

- Are you and your teammates fast enough?
- Is your strategy sound?
- Is your crew good?

Test yourselves in the Team Ultra Championships

The teams with the lowest elapsed times in the championships pairs win that division:

West Coast: Race Across Oregon (July 11) and Hoodoo 500 (Sept. 12)

Midwest: UltraMidwest 24-Hour (Sept. 5) and Tejas (Late Sept. TBD)

East Coast: Heart of the South (April 3) and Adirondack 540 (Sept. 18)

Racers compete in their own divisions:

- | | |
|----------------------|---------------------|
| • Two-person Male | • Two-person Mixed |
| • Two-person Female | • Tandem Male |
| • Tandem Mixed | • Tandem Female |
| • Four-person Male | • Four-person Mixed |
| • Four-person Female | |

ADIRONDACK ULTRA CYCLING

WWW.ADKULTRACYCLING.COM

2009 SCHEDULE

Saratoga Brevet Series

200 KM: MARCH 29, 2009 • 300 KM: APRIL 26, 2009 • 400 KM: MAY 09, 2009

SARATOGA 12/24

JULY 11 – 12, 2009

MONTREAL DOUBLE DOUBLE

08.07.09 – 08.09.09 • SCHUYLERVILLE – MONTREAL – SCHUYLERVILLE
TWO DOUBLE CENTURIES AND A REST DAY

ADIRONDACK 540

RAAM QUALIFIER

SEPTEMBER 18 – 20, 2009 • TICONDEROGA

Haunted Hundred

OVERNIGHT CENTURY • OCTOBER 24, 2009 • SCHUYLERVILLE

For more information on these events, visit our web site at: www.adkultracycling.com

If you have any questions, contact event director John Ceceri at: 518.583.3708 • john@adkultracycling.com

For information on ultra cycling visit the UMCA (www.ultracycling.com) or RUSA (www.rusa.org) web sites



Juré Robic and RAAM 2009

By Perry Stone

Juré Robic, the only man to ever win four solo RAAM Championships, has decided to continue on and try to add to his history making accomplishments. Out on the course last year, I witnessed the relative ease and dramatic supremacy Robic bestowed on RAAM's solo men's race. In past RAAMs I have also been in a close proximity to Mr. Robic and his team. In those races I witnessed an intense amount of physical suffering and massive mental duress during his races, but not in 2008. In 2008, he still suffered from the physical ailments commonly associated with RAAM, but not once did I find him to be mentally drained, confused or frustrated. Near the conclusion of RAAM 2008, he was in such high spirits; he was showboating on his bicycle and crashed, fortunately though he only suffered some minor road rash and perhaps a slightly bruised ego. Not that he showed it; he laughed it off, got back on his bike and rode on to claim his fourth RAAM championship.

In light of his clear-cut supremacy I asked Robic how he would train for RAAM 2009, how will he avoid mental or physical complacency before and during the race.

He told me:

"For me it is not difficult to stay motivated for an event like RAAM because it is the greatest and toughest race in the world. I enjoy training and preparing myself for the difficulties ultra-cycling brings to me. I will try to win RAAM for the fifth time in my seventh attempt because



it is my lifestyle; my habits and I see no reason to stop when I am at the top of my lifetime performance. I am infatuated with RAAM, my feelings are deep and sincere, it excites me and I never stop thinking about it".

The more I learn about Juré Robic, the more I think of him as a 'gentle giant', he is a soft spoken, caring family man who saves all his attacks for when he is in the saddle which is a good thing because with the other soloists contemplating 2009 RAAM it will be a long shot for him to go unchallenged in 2009.



Juré Robic and his son Nal.

RAAM 2009

- ☞ **Start:** Oceanside, CA, at the Oceanside Pier
- ☞ **Solos:** 12:00 p.m. (PDT) Wednesday June 17th, 2009.
- ☞ **Teams:** 2:00 p.m. (PDT) Saturday June 20th, 2009.
- ☞ **Course:** 3,000 miles, the same as 2008
- ☞ **Finish:** Annapolis, Maryland, at the City Dock

Interview with Terry Zmrhal, RAAM race director

By John Hughes

Q: What's the most exciting part of the race for you?

Zmrhal: For me, the finish is pretty exciting. To see the racers and crew finish is amazing. Their faces and bodies tell the stories of their journeys. You can see relief, joy, sadness, confusion and pride. That will never get old.

Q: What's a typical day like when you're out on the course?

Zmrhal: I was lucky to actually be on the course for two days this year, though I don't expect that will happen again. Honestly, I don't think there's a typical day! The start has logistics, racer starts, meetings, setup, teardown, and so on. The finish has a similar logistics: coordinating finishes, setup, teardown, awards, and so on. My job happens the other 50 weeks of the year preparing logistics, ensuring we have great staff, and making sure the staff know what they are supposed to do. If I do that well, the race will go smoothly. Once the race starts, as my title says, 'director'—I direct. We are fortunate to have great staff on the Start, the Finish, in Headquarters and on the road with Race Officials. They know their jobs and they do them well.

From the time the race starts until it ends, I am constantly monitoring the race. I talk with Race Staff at Headquarters about what's happening with different racers. I talk with Race Officials about how it is on the road. I check in with the Start Staff and Finish Staff with their questions and ensure those areas are running smoothly. I watch the weather, I watch the race stats, I read the website, I check on racers' websites. I try

to skirt problems before the happen (e.g. route detours when we know about road closures) and then resolve unexpected issues (e.g. a short, big storm blowing through Annapolis just as we're setting up the finish).

Q: You changed about 1,000 miles of the course and changed the finish to Annapolis—how did all that work out?

Zmrhal: The 1,000 miles we changed worked out really well! We changed some for safety, some for scenery, some for better Time Station support. In the end, we achieved everything we worked towards.

Q: What were the biggest problems you encountered last year?

Zmrhal: Weather! There were several big storms in the Midwest, first in Indiana and then in Missouri. Indiana had major flooding, closed roads, and closed bridges just as the solos started. Fortunately within a few days that subsided and

Zmrhal's Responsibilities

- ☞ Racer entries
- ☞ Documentation (Registration binder, GEAR racer handbook, etc)
- ☞ Clinics for racers and crews
- ☞ Routing
- ☞ Permits
- ☞ Route Book
- ☞ Rules
- ☞ Officials
- ☞ Start Line
- ☞ Finish Line
- ☞ Awards
- ☞ Headquarters
- ☞ Supplies and signage
- ☞ Website

Zmrhal's Palmarès

Bicycle Across Missouri 1992, Boston-Montreal-Boston 1993, Tinbutt 12-hour 1995 (setting the Tinbutt tandem record), Eco-Challenge 1996 in British Columbia, the Furnace Creek 508 1997 (qualified for solo RAAM), Paris-Brest-Paris 1999 and 2003, Two-man RAAM 2002, Davis 12-hour (winner), Ride Around Mt. Rainier in one Day (RAMROD twice), Seattle to Portland (STP twice), a double STP, Death Valley Double, Central Coast Double, Knoxville Double, Midsummer Nightmare, complete brevet series in 1993, 1999 and 2001 (on tandem), 2003, and 2005, Racing the Planet Vietnam in 2008

roads reopened. We were already preparing detours just in case. Then another storm hit Missouri and roads flooded around St. Louis. We had to institute a detour, add a racer shuttle and verify accuracy within about 24 hours as racers were getting very close to that area.

We also experienced a few big, short storms at the Finish Line in Annapolis. We had some extra work to secure our tents, etc. Unfortunately, we did lose one tent completely with the wind.

Q: Overall, how did the 2008 race go?

Zmrhal: Very well. We accomplished most everything we set out to do and as always we learned a lot as well. With a new RAAM finish in Annapolis and the new Race Across the West finish in Taos, NM, we learned a lot about what's possible there and the tremendous support we have.

Q: Are you planning any significant changes for 2009?

Zmrhal: More racers, more sponsors, more race coverage! With two races under our belts (2007 and 2008), we understand the details of the logistics of the race and are comfortable with those. Now we are working on growing the race and ensuring that we can provide more race coverage.

Q: Anything else you want to add?

Zmrhal: The Race Across the West was a great addition in 2008. Riders raced 1,000 miles from Oceanside to Taos, racing at the same time as the RAAM riders. RAW started small which was good to figure out the details. This is a whole new challenge in itself and with the shorter distance; I expect some hot competition there within a few years.

Race Across the West

By Perry Stone

The Race Across the West 2009 starts alongside the Solo Men's division of RAAM at high noon on June 17th, 2009 in Oceanside, CA. RAW racers compete with the world's greatest solo ultra cyclists 1,000 miles until Taos, NM, but if you plan to stick with them or beat them, keep in mind that in RAAM 2008, Juré Robic checked in at Taos, NM in less than 68 hours!

RAW is an exciting and extremely challenging race, which constantly confronts racers with drastic temperature changes and demanding riding conditions. Racers start with the offshore breezes of the Pacific Ocean and ride through desert heat then on to climbing like the Yarnell, AZ grade before approaching the monster mountains of Colorado and New Mexico in less than four days. Soloists have 92 hours to complete, teams only have 68 hours. Still not tough enough for you? The Race Across the West is pleased to report that RAW 2009 will have fix-gear divisions within all three race categories. Whatever division you are in, RAW is definitely no tour!

In only its second year, RAW is receiving a flood

of interest from a wide range of competitors, not only from within the USA but from all over Europe. Many new crossover athletes will be contesting RAW to experience a serious firsthand look at ultra bike racing and others are planning on using RAW to gain valuable insight into racing in RAAM 2010. Adventure racers, triathletes, ultra-runners and many others have all expressed interest in racing RAW.

RAW Race Divisions are solo, two- or four-person teams, (sorry, no eight-person teams), which are further defined by age, gender and bicycle type. For more details please visit raceacrossamerica.org.

Start the New Year off right and register your team or soloist on New Year's Day 2009 when registration opens. Registration fees will be announced in December '08. For more information please contact raw09@raceacrossamerica.org for more information.



Race Across America 2008



Solo Female

Caroline van den Bulk - DNF - Time

2959.6 miles

Janet Christiansen - DNF - Medical

2743.8 miles

Solo Male

1. Juré Robic, Jesenice, SLO
 2. Mark Pattinson, Rockwood, TN, USA
 3. David Haase, Fond du Lac, WI, USA
 4. Franz Preihs, Graz, AUT
 5. Martin Jakob, Langendorf, CHE
 6. Scott McIntosh, Chicago, IL, USA
 7. Michael Nehls, Voerstetten, DEU
 8. Julian Sanz Garcia, Luyando, ESP
 9. Jim Rees, Shefford, GBR
 10. Julio Paterlini, Santos, BRA
 11. Timothy Case, Idaho Springs, CO, USA
 12. Ryan Correy, Calgary, AB, CAN
- Daniel Rudge - DNF - Medical
Rob Morlock - DNF - Medical
Gerhard Gulewicz - DNF - Accident

8 days 23:33/13.98 mph
9 days 17:29/12.91
9 days 23:19/12.60
10 days 08:14/12.14
10 days 19:59/11.59
10 days 22:53/11.47
10 days 22:56/11.46
10 days 23:37/11.43
11 days 08:18/11.07
11 days 14:25/10.83
11 days 18:24/10.67
11 days 21:44/10.55
2153.2 miles
1311.8 miles
562.5 miles

Solo Male (50-59)

1. Arvid Loewen, Winnipeg, MB, CAN
 2. Doug Levy, Willow Grove, PA, USA
 3. Eris Zama, Gambettola, ITA
- Beny Furrer - DNF - Medical
Stephen Bugbee - DNF - Time
David R. Holt - DNF - Medical
Kirk Gentle - DNF - Medical

11 days 03:19/11.28
11 days 04:59/11.21
11 days 22:00/10.54
1854.2 miles
1121.9 miles
983.2 miles
769.1 miles

Solo Male (60-69)

1. David Jones, Canoga Park, CA, USA
- Richard Rupp - DNF - Accident

11 days 03:25/11.27
769.1 miles

Solo Male - Recumbent (50-59)

1. John Schlitter, Hays, KS, USA

11 days 02:50/11.3

Loewen Wins Haldeman Fundraising Award

The Lon Haldeman Award which honors the individual or team that raises the most money for charity was awarded to RAAM rookie, Arvid Loewen, who set the pace this year in charity fund raising. Mr. Loewen raised over \$215,000 for orphaned and abandoned children at Mully Children's Family (MCF), a street rescue mission in Kenya, Africa. Loewen never gave up, either

on his bicycle or in his efforts to raise money. Loewen even worked the phones during RAAM to reach out to contributors. Finding himself falling towards the back of the field, he convinced supporters to donate for every racer he caught up to. The strategy worked! More information: www.mullychildrensfamily.org.

Two Person Male

1. Team Orca 7 days 02:51/17.64
Marko Baloh, Ljubljana, SLO & Tomaz Percice, Crnuce, SLO
2. Team Connecticut Challenge 7 days 07:07/17.21
Jeremy Burcham, Fairfield, CT, USA & Christopher Gottwald, Vineland, NJ, USA
3. Swissteam RAAM 7 days 09:42/16.96
Rainer Kiworra, Schaandwald, LIE & Johannes Kornacher, Uster, CHE
4. Gran Fondo Fixies 8 days 04:21/15.35
Jeff Bauer, Nashville, TN, USA & Kevin Kaiser, Evans, GA, USA

Two Person Male (50-59)

Vencendo Desafios Team Brazil - DNF - Time 934.3 miles
Francisco Das Chagas De Souza Silva, Sao Paulo City, BRA & Marcio Milan, Mairipora, Sao Paulo, BRA

Team Riders of the Storm - DNF - Time 934.3 miles
Bill Bradley, Santa Rosa, CA, USA & Lowell Morgan, Monument CO, USA

Two Person Mixed

1. Just Sweat No Tears 8 days 17:58/14.36
Stacey Eccles, York, GBR & Brian Welsh, York, GBR

Four Person Male

1. UTAG YAMAHA.COM 6 days 02:12/20.62
Paul Flight, Southampton, GBR, Julian Jenkinson, Southampton, GBR, Andrew Rivett, Southampton, GBR & Stephen Whitewick, Southampton, GBR
2. Ireland's Navan Avonmore Team 6 days 04:17/20.33
Alan Duffy, Co. Meath, IRL, Adrian McNally, Navan Co. Meath, IRL, Colm Laverty, Malahide, IRL & Stephen McManmon, Co. Meath, IRL
3. Team Cry 6 days 10:51/19.47
Richard Ball, Paris, FRA, Clive Middleton, Shropshire, GBR, Gregory Whyte, Buckinghamshire, GBR & Mathew Wilson, Hereford, GBR
4. Adventures For the Cure 6 days 13:25/19.15
Pat Blair, Elkridge, MD, USA, Adam Driscoll, Halethorpe, MD, USA, Alex Driscoll, Halethorpe, MD, USA & Keith Rohr, Ellicott City, MD, USA
5. Team Utah Neurosciences Research 6 days 21:14/18.24
Brian Bauer, Sebastopol, CA, USA, Christian Clerc, East-Wenatchee, WA, USA, William Couldwell, Salt Lake City, UT, USA & Mike Fadich, Wenatchee, WA, USA
6. Team Backup UK for Cancer 6 days 22:48/18.07
Andy Griffin, Rushden, GBR, Andy Kemp, Bedford, GBR, Nick Mitchell, Northampton, GBR & Richard Piron, Bedford, GBR
7. Team Naturbike Portugal / Brasil 7 days 02:46/17.65
Pedro Marques, Lagoa, PRT, Joaquim Martins, Vila do Condo, PRT, Vicente Mello, Sao Paulo, BRA & Rodrigo Vasconcellos, Sao Paulo, BRA
8. Team Inspiration 4 Man 7 days 03:17/17.60
Lee Cairns, Goole, GBR, Jason Hock, Oceanside, CA, USA, Andy Irons, Pertenhall, GBR & Richard Newey, Walton on Thames, GBR
9. Team 2600 8 days 15:33/14.52
Michael Leamon, Falls Church, VA, USA, Majd F. Sakr, Pittsburgh, PA, USA, Douglas Thorpe, Alexandria, VA, USA & Chuck Thorpe, Gibsonia, PA, USA

Four Person Male (50-59)

1. Ironmen Lux 6 days 22:58/18.05
Ray Behm, Ell, LUX, Charel Bradtka, Ehlang, LUX, Jacques Fox, Foetz, LUX & Gerard Meyer, Mersch, LUX
2. Team Macular Regeneration 8 days 06:28/15.19
James DeLuca, Spring Hill, FL, USA, Robert Ebert, Brooksville, FL, USA, Bo Webster, Odesa, FL, USA & Brian Wilder, St Petersburg, FL, USA

Four Person Male (60-69)

1. PAC RATS 6 days 21:30/18.21
David Lewis, Fort Wayne, IN, USA, Lew Meyer, Berwyn, PA, USA, L Gary Painter, Fort Wayne, IN, USA & Don Peters, San Diego, CA, USA

Four Person Female

1. Team Inspiration Ladies 8 days 06:55/15.15
Kelli Anthony Rohrig, Avon, CO, USA, Katherine Ford, West Kilbride, GBR, Lauren Schrichten, Costa Mesa, CA, USA & Kerry White, Vail, CO, USA

Jones Earns Sandbach Inspirational Award

By Perry Stone

David Jones is the recipient of the 2008 Ian Sandbach Award, which is presented to the most inspirational rider in the Race Across America. Jones, age 61, completed his second consecutive RAAM and earned his place in the record books as RAAM's oldest solo male finisher.

Before the race began, Jones requested that he be able to start with the men's solo division riders, aged 25-59, instead of a day earlier in his own age classification. The request was granted with the stipulation that Jones must now finish within the shorter time limit. Jones responded by finishing 18 hours faster than the youngest solo finisher.

Beyond the obvious mental and physical attributes that David Jones displayed during his third solo RAAM campaign, it was his gracious and generous demeanor that marked his presence in RAAM 2008. Often reflective, he focused mainly on his crew and other racers and at all times demonstrated a genuine concern and interest in all participants.

In his three RAAM attempts Jones has always embodied the spirit of RAAM. Even literally being blown off the course 1,300 miles into RAAM 2006 did not deter this aerospace engineer from Canoga Park, CA, from getting back in the

saddle in 2007 and setting a record in the men's solo 60+ division. In 2008, wearing a specially made jersey adorned with all the names of his crew, Jones crossed the finish line almost a full day ahead of his 2007 pace.

At the finish in Annapolis, MD, while waiting for another team to finish, RAAM's Rick Boethling jokingly said to Mr. Jones, "I didn't know whether to congratulate you or be upset at you because it might mean that I will have to crew again for my Dad (Fred Boethling, previous oldest male solo finisher). Jones' response was quick and simple, "If Fred is going to race again I want to volunteer for his crew".

When informed of being awarded the Ian Sandbach Inspirational Award, Jones offered his typical response, "That's nice".

The award was created to preserve the legacy of Ian Sandbach (1937-1999) who raced as a member of the record-setting 1995 PAC Masters 60+ team. Past awardees have demonstrated courage in the face of adversity or simply displayed selfless generosity to their brethren in competition. The PAC Masters: Victor Gallo, Lee "Fuzzy" Mitchell and Ron Bell, are proud that David Jones has continued the sporting legacy of their dear friend, Ian Sandbach.

Four Person Female (50-59)

1. Colorado Flash 8 days 04:37/15.33
Lark Bridsong, Golden, CO, USA, Celeste Callahan, Denver, CO, USA, Helena Harman, Denver, CO, USA & Carol Whipple, Arvada, CO, USA
2. Serpentine Golden Girls 8 days 05:19/15.28
Eddie Brocklesby, London, GBR, Margaret Sills, Weston-super-Mare, GBR, Hilary Walker, London, GBR & Hilary Webber, Salisbury, GBR

Four Person Mixed

1. Xtreme4 6 days 04:18/20.33
Eric Goetz Rivera, Washington, DC, USA, Philip Schmidt, Washington, DC, USA, Patrick Serfass, Washington DC, USA & Andrea Vasquez, Washington, DC, USA
2. Team Strong Heart 7 days 01:55/17.74
John Rotach, Anoka, MN, USA, Melinda Silbernack, Maple Grove, MN, USA, Jay Thompson, Maple Grove, MN, USA & Min-Amy Xu, Plymouth, MN, USA
3. Team Theraplay 7 days 04:59/17.43
Sally Marchand, Collins, Carmel, IN, USA, David Greene, Westfield, IN, USA, Alfonso Perez, Westfield, IN, USA & Dave Tanner, Bloomington, IN, USA
4. Team CYCLE SMART 7 days 15:12/16.45
Bob Ansell, Greensburg, PA, USA, Mike Ridgeway, Lancaster, PA, USA, Robin Smith, Mt. Gretna, PA, USA & Denise Stone, Long Valley, NJ, USA
5. Team Ride4Melanoma 7 days 16:30/16.34
Jody Bennett, Washington, DC, USA, Steve (Buster) Laurenson, Potomac Falls, VA, USA, Stuart Levy, Vienna, VA, USA & Ken Shuart, Galesville, MD, USA
6. Team H4 Holy Rollers Hammering for Habitat Homes 8 days 02:56/15.46
Raf Ornes, Menlo Park, CA, USA, Joel Phillips, Portola Valley, CA, USA, Sally Phillips, Portola Valley, CA, USA & Michelle Santilhano, Menlo Park, CA, USA

Four Person Mixed (50-59)

1. Hole in the Head Gang 7 days 03:56/17.53
Steve Cottrell, Des Peres, MO, USA, Michele Hopkins, Edwardsville, IL, USA, Virgil Moehsmer, Ellisville, MO, USA & Lee Van Norman, Ballwin, MO, USA
2. Team 4 Gone 8 days 12:50/14.72
Robert Baldino, Alameda, CA, USA, Tim Barrow, Castroville, TX, USA, Donna Jaklich, Castroville, TX, USA & Kevin Jones, New Braunfels, TX, USA

Eight Person

1. Byggkjøp / BMC Cycling Team 5 days 09:43/23.24
Egil Andersen, Trondheim, NOR, Erik Jordahl, Kristiansund, NOR, Pål Erik Krangsås, Orkanger, NOR, Frank Erik Lien, Oppdal, NOR, Pål Rygg, Trondheim, NOR, Tony Sandvold, Trondheim, NOR, Roger Thun, Oppdal, NOR & Jeff Webb, Stjordal, NOR
2. Team Type 1 5 days 13:40/22.55
Alex Bowden, Dekalb, IL, USA, Matt Brooks, Pickerington, OH, USA, Monique Hanley, Yarragon, VIC, AUS, Timothy Hargrave, Orakei, Auckland, AUS, Andy Mead, Philadelphia, PA, USA, Tim Powell, Richmond, VA, USA, Robert Schrank, Gurnee, IL, USA & Mark Suprenant, Milford, NH, USA
3. Team ViaSat 5 days 20:26/21.46
Brad Exmeyer, Oceanside, CA, USA, Jeremy Gustin, San Diego, CA, USA, Jeff High, Carlsbad, CA, USA, Kevin Hunter, San Diego, CA, USA, Ken Larson, Escondido, CA, USA, Greg Nesler, Oceanside, CA, USA, John Tyner, Oceanside, CA, USA & Dan Uglietta, San Diego, CA, USA

4. Team Racer Sportif / Mattamy Homes 6 days 02:21/20.6
Tim Buckley, Gordon Knowlton, Brad Lewis, Mississauga, CAN, Doug McInnis, Oakville, ON, CAN, Paul Milar, Frank Mizerski, Mark Parsons & Kirk Schizas
5. North Coast Cycling 6 days 03:48/20.4
Mike Bennett, Oceanside, CA, USA, Karla Bokhoven, Encinitas, CA, USA, Nick Bokhoven, Encinitas, CA, USA, Jeff Holmes, Vista, CA, USA, James Penseyres, Fallbrook, CA, USA, Pete Penseyres, Fallbrook, CA, USA, Frank Peters, Fallbrook, CA, USA & David Rideout, Fallbrook, CA, USA
6. United Eight 6 days 13:58/19.08
Giles Dalrymple, Slinfold, West Sussex, GBR, Chrissi Dietsche, Zurich, CHE, Wynton Faure, London, GBR, Tony Mitchell, West Byfleet, Surrey, GBR, Owen Slot, London, GBR, Alex Waters, Bath, GBR, Jonny Wates, Billingshurst, West Sussex, GBR & Steve Young, Reigate, Surrey, GBR
7. Santa Barbara Green Power 6 days 17:07/18.71
Edwin Allbritton, Boerne, TX, USA, George Bifano, Santa Barbara, CA, USA, Paolo Ciani, Santa Barbara, CA, USA, Donald Flanigan, Santa Barbara, CA, USA, Brian Knowles, Santa Barbara, CA, USA, Steve Knowles, Los Angeles, CA, USA, Mark Luke, Goleta, CA, USA & Shaw Talley, Carpinteria, CA, USA
8. The Friars Club 6 days 23:38/17.98
Rand Arnold, Austin, TX, USA, Curtis Brown, Paradise Valley, AZ, USA, Michael Coffman, Tempe, AZ, USA, Tim Crown, Tempe, AZ, USA, Drew Hiss, Bonner Springs, KS, USA, Peter Lange, Austin, TX, USA, Mark Pagone, Tempe, AZ, USA & Paul Smith, Phoenix, AZ, USA
9. Team Learning 4 Life 7 days 20:56/15.95
Mickey Ask, Colton, CA, USA, Martin Eaton, Santa Ana, CA, USA, Carl Gregory, Redlands, CA, USA, Rick Nichols, Redlands, CA, USA, Doug Richards, Highland, CA, USA, Bob Roach, Yucaipa, CA, USA, Robby Roach, Yucaipa, CA, USA & Dave Roadruck, Loma Linda, CA, USA
10. Team Badger Bikers 7 days 21:25/15.91
Tom Brown, Sheboygan, WI, USA, David Drexler, Horicon, WI, USA, Paula Larsen, Horicon, WI, USA, Philip Nelson, Green Bay, WI, USA, James Reiher, Mequon, WI, USA, Nancy Sellars, Franklin, WI, USA, Eileen Sherburne, Milwaukee, WI, USA & John Torinus, West Bend, WI, USA

Race Across the West 2008

Solo Male

- | | |
|-------------------------------------|--------------------|
| 1. Paul Carpenter, Batavia, IL, USA | 3 days 11:27/12.51 |
| Ronin Keene - DNF - Medical | 934.3 miles |
| Christopher Malloy - DNF - heat | 231.3 miles |

Solo Male (50-59)

- | | |
|--------------------------------|-------------|
| Murray Wilmerding - DNF - Time | 813.9 miles |
| Captain Ron - DNF - Time | 718.9 miles |

Solo Female

- | | |
|-----------------------------------|-------------|
| Julie Gazmararian - DNF - Medical | 934.3 miles |
| Deanna Adams - DNF - Medical | 813.9 miles |
| Jennifer Krebs - DNF - Epiphany | 437.3 miles |

Two Person Mixed (50-59)

- | | |
|---|--------------------|
| 1. Team Semper Fi | 2 days 16:00/16.32 |
| Marvin Atwood, Encinitas, CA, USA & Pamela Atwood, Encinitas, CA, USA | |

Four Person Male

1. KeepandShare.Com 2 days 16:17/16.25
Robert Carr, San Francisco, CA, USA, Brian Gustin, Suamico, WI, USA, Dennis Mueller, Oconomowoc, WI, USA, Rick Tennessen, Brookfield, WI, USA & Scott Weas, Waukesha, WI, USA
2. Team 2Cure HD 2 days 17:59/15.83
Joseph Beeson, Encinitas, CA, USA, Renato Shaffer, Chula Vista, CA, USA, John Sylvester, Sun City, CA, USA & Jason Tate, Ocean Beach, CA, USA

24 Hours of RAAM

Four Person Female

1. Kalyra Women's Racing Team 1 day 02:34/18.47
Dotsie Bausch, Irvine, CA, USA, Jill Gass, Santa Barbara, CA, USA, Sonia Ross, Santa Barbara, CA, USA & Lisa Tonello, Los Alamos, CA, USA

Eight Person

1. Swami's www.teamt.us 1 day 01:28/19.26
Tom Austin, Dana Point, CA, USA, Mike Byrd, Mooresville, NC, USA, Erik Conklin, Carlsbad, CA, USA, Geoff Doyle, Carlsbad, CA, USA, Roger Lakey, Carlsbad, CA, USA, Jon Martin, Carlsbad, CA, USA, Mark Meyer, San Diego, CA, USA & Duane Noel, San Diego, CA, USA

Davis 12 & 24 Hour Challenge

RAAM Qualifier

May 2, 2009, Winters CA

A World Cup Event

Join us for a legendary ride with excellent support from your friends at the Davis Bike Club. Come out and have a great time! Information: www.davisbikeclub.org

Contact: Patsy Inouye pcinouye@ucdavis.edu or Anne Schneider (530) 758-9276

12 Hour Records

Men: Andrew Otto	224 miles
Women: Sandy Earl	214
Men 50-59: Joel Sothern	214.3
Men 60+: Del Scharffenberg	186.9
Fixed Gear: Steve Smead	210.3
Recumbent: Jim Kern	239
Recumbent 50-59: Tim Woudenberg	209.3
Mixed Tandem	238
Doug Bratton & Carol Breed	
Mixed Tandem 90+	213
Keith Vandever & Mireya de la Vega	
Men's Tandem	178
Joaquin Feliciano & Warren Jones	
Men's Tandem 90+	235
Paul McKenzie & Ray Plumhoff	
Mixed 2-person Team 90+	229
Mike Moseley & Emmy Klassen	
Women's 2-person Team	185
Team G2	

24 Hour Records

Men: Mike Trevino	463 miles
Women: Sandy Earl	407
Men 50-59: Dave Holt	428.7
Women 50-59: Patty Jo Struve	346.5
Men 60+: Dan Crain	399.1
Fixed Gear: Sam Beal	387
Recumbent: Jim Kearn	449.5
Recumbent 50-59: Glen Cooley	304.3
Faired Recumbent: Tim Woudenberg	490.1
Mixed Tandem	418
Mike Moseley & Emmy Klassen	
Mixed Tandem 90+	456
Mark Patten & Catharina Berge	
Men's Tandem	246
Craig Robertson & Rich Boettner	
Men's Four-person Team	472
Ard, Corrigan, Ralm & Zadow	
Mixed Four-person Team	508.7
Team Pelican	
Women's Four-person Team	401
Team Girlene	

IT Hardly Mattered

Team Xtreme4's RAAM Record

By Amara Garcia

Photos by Kip Pierson (crew person and team photographer)

Mixed Team Xtreme4 finished in 6 days 4 hours 18 minutes, a RAAM record, and the third four-person team overall.

"No one could have crafted a more exciting finish. In the end, the Irish finished one minute ahead. But with six days of excitement and adventure, a commanding first-place finish in our division, a division record, no accidents, no time penalties, no rain (!) and one of the most idyllic, nail-biting, adrenaline-filled finishes ever possible, "IT hardly mattered" euphorically admits Team Xtreme4. But what is that "IT" that hardly mattered to them? As described by the team itself, Eric, Phil, Patrick, Andrea, Mariana, Dave, Christal, Paul, Laurel, Andy, Kip, Julie, Raquel, Pam, Erik, Erica, Lee, and Thomas, IT was a composition of elements, of needs, of moods, that they experienced and that challenged them during the 6 days, 4 hours and 18 minutes it took to race from Oceanside, CA to the

finish line (over 3,000 miles!!) in Annapolis, MD.

According to crew chief and alternate rider, Mariana Pargana's account, IT sums up pee on the go, no time for eating, too many Red Bulls, navigation issues in the chase car, bathing with baby wipes, bent handlebars, broken cable/shifters, lots of red traffic lights, missing a couple of turns, pissed hungry riders begging for the scarce warm food, an exhausted cranky crew. IT was challenging.

Eric Goetz, team captain, defines the IT as a cranking of heart rates, a crazy schedule, getting up after two hours of sleep and not knowing what state you're in or what direction to go, "a sure sign that we were a machine that kept going day and night. No stops. I stopped for two trains, which amounted to about 15 minutes of downtime where I could not move. The leap van got stuck in the sand in Arizona and I had about an hour of pedaling without a clue as to what was going on." Eric also mentions that he often wondered at the capacity of the challeng-



From left to right:

CREW: Thomas Arledge, Mariana Pargana, Erica Price, Andy Serfass, Laurel Brown, Erik Hamilton, Lee Poole, Raquel Phillips, Pam Rodriguez, David Mills, Christal Goetz, Julie Serfass, Kip Pierson, Paul Contino

RIDERS: Andrea Vasquez, Patrick Serfass, Phil Schmidt, Eric Goetz



Eric Goetz and Patrick Serfass

ing teams, that there was “a fight to silence the sabotaging of our own ‘internal trash talk.’” IT was overcoming your body and your mind.

Paul Contino, a crewmember, defines the IT from a crew perspective as demanding physically, mentally, organizationally, a totally unpredictable race. Personality clashes. “Never any down time in a chase car, in the leap car, or transitioning between rider teams and when making sure the riders coming off are recovering properly, riders going on are ready, all the equipment is ready, and you are always preparing, whether physically or mentally. I think that I got maybe 10 hours of actual sleep the entire six days and I know I can speak for the majority of the crew. The riders have it easy. Driving down dogs chasing your riders at crack o’ dawn in the morning is a great monotony breaker.”

*“IT was overcoming your
body and your mind.”*

Yet, for Team Xtreme4, IT hardly mattered. What drives a team so hard, to Xtremes, that IT became insignificant? Simply irrelevant? Hardly worth mattering? First of all, the union of four extraordinary people, incredibly driven triathletes with a thirst for adventure, endurance and challenge.

Eric Goetz Rivera, the instigator, was born in

San Juan, Puerto Rico, and is a hunter of adventures. He is a multiple Ironman who has ridden from San Diego, CA to Washington DC, from Rome to Barcelona, from Glacier Park, MT to Yuma, AZ, from Vancouver, BC to Mexicali, and from Toronto, ON to Rhode Island (the last on a mountain bike with only a sleeping bag, cash and a tool kit of essentials). Among his accomplishments he has raced three Ironman races with a personal best of 10:40 and done eight Ironman 70.3 mile races including the 2006 World Championships finishing in 4:56.

Philip Schmidt “fell in love with bikes during his first multi-day ride in sixth grade when he rode with a group around the Olympic Peninsula in Washington State. Until recently, however, biking was a hobby and a way to get to and from swim practice in high school and college. Since taking up triathlons in 2005, his time in the saddle has rapidly increased, along with his desire to ride longer and faster.” Phil’s résumé includes a 2007 Savageman Triathlon (first place relay on the bike leg), a 2007 Mountaineer Half-Ironman (seventh in his age group), a 2007 Lake Montclair Triathlon (third in his age group) and a 2007 Potomac River 7.5-mile swim (third place).

Andrea Vasquez is a dynamo whose mantra is “the sky’s the limit”. After six Ironman races and multiple marathons, she was still on the

hunt for the next big thing. The next big thing was team RAAM. On the bike, she is known as "Torito" because she races up any hill like a "little bull" and loves keeping up with the guys. Born and raised at high altitude, she credits some of her success to Colombia's strong tradition of cycling domination. But her real secret is not her Colombian blood or her custom Serotta named "Torito Colombiano," but her steely determination to train hard and win races.

Patrick Serfass first passions were swimming, crew and soccer. In 1994 he raced his first duathlon and fell in love with multi-sport races. He became a bicycle messenger, racing around DC during the summers. He has competed in dozens of triathlons, placing in the top three in his age group and top five percent overall several times. In 2006, Patrick raced as a Cat 3/4 rider with the Jamaica Cycling Federation while living in Kingston.

But for Team Xtreme4 "IT hardly mattered." These are four incredibly gifted, driven athletes who prepared hard, so that IT did not matter. What was the preparation like? According Philip "We have plans, back up plans and back

up plans for the back up plans. It should be smooth."

Eric said we had "two bikes per rider all set up and ready to roll, a dozen extra wheels and more maps and elevation charts with scribbles and highlighted marks than you can imagine. Three route books with 200+ pages each marked and noted, 14 eager crew and four riders that are gonna push all the way to Annapolis."

"training would be the easy part."

They "toured the first section of the course because there are even more strict rules (all with penalties). So we checked out the grades, allowed pullouts, turns and all that jazz. Having trained on the final 300+ miles of the course into Annapolis a couple times will definitely be a huge help as we make it back. The rest—well you gotta leave some surprises!"

Does preparing for IT make it, in the end, hardly matter? Eric remembers "starting this journey about 16 months ago and a few people mentioned that the training would be the easy part. Training to race cross-country in six days would be the easy part? You bet. I would try to explain

the complexity of the logistics but I wouldn't even come close. The idea is simple—keep a group of 18 people moving at a steady 20+mph for a week. Everything else is the minutia that takes months to work out in order to have a solid plan—and then that's just the plan—the real deal has to be flexible beyond your imagination so you don't dig yourself into a hole." IT was dealt with, by careful preparation, tons of rehearsal, miles of improvisation, a tad of sense of humor, a lot of heart and IT randomly and unpredictably showed up.

During the race Chad Lewis wrote on their blog "They have been bouncing in and out of second and third place of all



Eric Goetz rocks!

the four-person teams and are leading their division by two Time Stations and making up more ground as they trek on!”

IT was creeping behind when Eric recounts that the last 24 hours were “Mostly a total dogfight with the all male, four-person Irish Avon Navanmore team. They’re not even in our division, but we were out to beat as many four-person teams as we could, no matter how many women or men they had. For the last 24 hours, we were between 10 minutes ahead and 30 minutes behind, switching back and forth from West Virginia all the way to the finish. We knew the terrain since we had practiced these last 24 hours twice, and so all aboard knew the grueling, super-steep hills to expect. Several RAAM media followed both teams for the last 200 miles as we chased each other all over WV, PA and MD, ending with an all out 11-mile sprint to the finish. At the last time station [before the finish] we discovered that we were exactly tied! It was amazing!! Who would have thought that 3,008 miles would be raced so closely with so many teams and that it would finally end in a legitimate full sprint to the finish line with all Xtreme4 crew on edge trying to make sure the riders had every fair advantage, motivating us through the radios and filling us with Red Bull and Coke to prevent the inevitable bonk!?” The Irish beat Xtreme4 by just one minute!

And then, when Eric when he mentions the crew amidst the “legitimate full sprint” IT becomes obvious. We know why IT hardly mattered. For Team Xtreme4, there were other elements that were much more important, too many reasons to celebrate. IT, which was ruthless, selfish, and unwilling to sacrifice, was conquered because of talent, practice, and donated money, equipment,



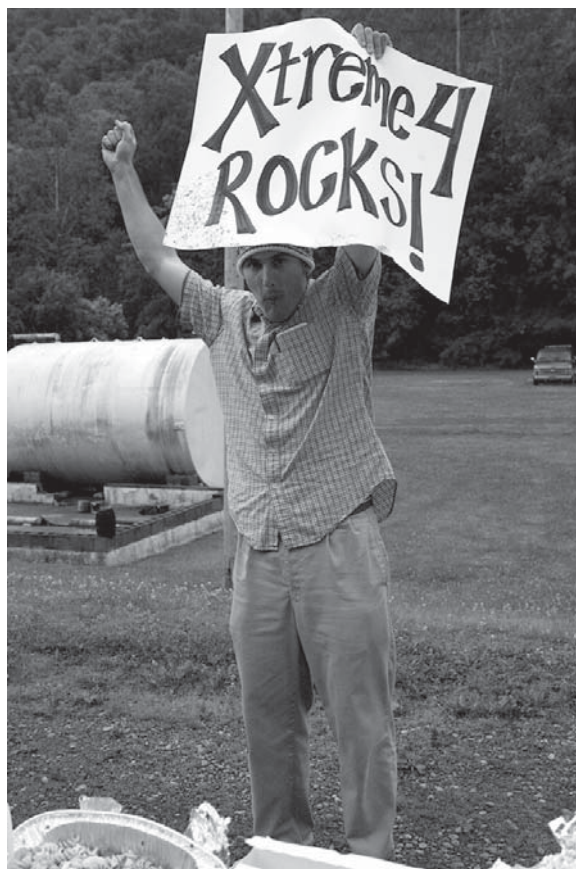
Left to right: Phil Schmidt, Andrea Vasquez, Eric Goetz, Patrick Serfass

and time. IT was left behind, insignificantly, because so many people helped the team along the way. IT hardly mattered because Team Xtreme4 could feel their support throughout the preparation and the race itself. The team expressed their gratitude in their website writing that “many of the messages you sent to cheer us along the way were shared with the entire team as they came in. It’s hard to describe how much energy it sent to the entire team to know that you were following our every move. It was incredible motivation and comforting to know you were there with us. So, to you, a heartfelt and sincere thank you from all the members of Team Xtreme4, riders and crew.”

IT became unimportant when compared to the overall mission that fueled the team. They proudly write that they “set out to promote carbon-neutral transportation choices, and through our press coverage, those of you who pledged to go carbon-neutral during the week that we were on the road, and our zero-carbon race footprint, we think we achieved that goal.” IT all makes sense now.

For Team Xtreme4, “IT hardly mattered” when defined as exhaustion, as sleep deprivation, liquid diets, sacrifices, muscle pain, pee on the go, too many stop lights, too many plans, stress and obstacles. What truly matters is racing from

the West to the East of life, RAAM and beyond RAAM, 6 days 4 hours 18 minutes caring about the environment, about one another regardless of the sacrifices, the exhaustion and the pain. Team Xtreme4 and their crew remind us that we must celebrate the abundance of blessings, the motivation of strangers, the payoffs of training, the energy from friends and family and the unpredictable miracle of human endurance. Elements, moods, needs, setbacks, challenges, our demons and angels can hardly matter. IT must hardly matter, if we are to believe, as



Hamilton (family of one of the riders) came out 300 miles from the end to cheer us on

Team Xtreme4 did, that oftentimes, dreams can be hunted and caught, in 6:04:18, and just a bit over 3,000 miles away.

Amara Garcia is a collaborator for the Lighthouse Cycling Tour of Puerto Rico, an annual three-day, 375-mile epic journey around the coast of this tropical paradise. The next edition takes place from February 5-8, 2009. Additional information www.lighthousecyclingtour.com.

RAAM Spring Clinics

RAAM success requires:

- fitness
- crew
- management of race logistics

The clinics will teach you about crewing and logistics. The clinics will be interactive; you will have to problem-solve the same way you would have to during RAAM or a RAAM Qualifier.

Dates and Locations:

- January 24 - Sacramento, CA
- February 21 - London, England
- February 28 - Annapolis, MD

Additional clinics may be scheduled.

“As a brand new team of four to RAAM in 2008 we found the RAAM Clinic we attended to be a 10+++.” — John Hopkins, Team Manager of The Hole in the Head Gang

More information: <http://www.raceacrossamerica.org>

Interview with Mark Pattinson

By John Hughes

Q: Congratulations on an excellent RAAM! Rookie of the Year and second solo finisher! What was the key(s) to your successful race?

Pattinson: Thanks very much. Having a great crew had the biggest impact and made for a very smooth race for me.

Q: You're pretty new on the ultra scene. How did you get started in ultracycling?

Pattinson: I started in 2005 riding with PAC Tour and then decided to do a few races in 2006. I found I enjoyed the challenge and had moderate success so at that point thought that RAAM would be a good goal to aim for.

"My first goal was to finish in one piece."

Q: How did you prepare for the race? How many miles did you ride starting January 1?

Pattinson: I only managed to ride about 7,000 miles from January 1 prior to RAAM, as I was commuting back and forth from the UK where my wife and children were living. However, I did get two very intense 14 day and eight-day training sessions in March and May. In May I rode out and back along the course to Flagstaff, which gave me great preparation for the desert elements. It also gave the crew time to work out any issues and plan for the race. We did do a race simulation for about 500 miles or so in that time, which helped immensely.

Q: What was your strategy coming into the race?

Pattinson: My first goal was to finish in one piece. With that I was determined not to go out too fast and to see how things were in the second half of the race. However, I wasn't going to go out too slowly as I wanted to stay in touch with the front of the race.

Q: How much sleep did you get during the race?

Pattinson: Apart from the first and last night I slept three hours per night. I wanted to try and make the race seem like a series of rides as opposed to one very long ride with short breaks for sleep. I did experiment with some different sleep stops, but found that a single longer stop worked

the best for me.

Q: What was your nutrition during the race?

Pattinson: I mainly used Gatorade and Ensure. However, I was under no illusions that I would be able to stick to an all liquid diet throughout the race. Once we were through the desert I started eating a lot more solids, the odd burrito, pizza or Chinese noodles.

Q: What was the hardest part of the race for you?

Pattinson: I didn't sleep very much the second night as I think I went down too early in the night, so the third night I was struggling a lot with sleep deprivation and some hallucinations. I also found that, for all the planning on how to start the race, etc., I hadn't thought at all about what to do on the last night if I was in a tight race. I wasn't sure whether other riders would ride straight through or would stop for a shorter sleep than normal. In the end I decided to ride through as much as I could, but had to stop for two or three 30-minute sleeps in the follow vehicle, which seemed to work out okay. (Pattinson finished five hours 50 minutes ahead of third place David Haase.)

Q: What advice do you have for rookies?

Pattinson: Firstly, make sure you put together a good crew who all have your interests at heart and are willing to work together. I found during my training that motivation was difficult in February and March as I had a lot of miles to get through before the race and it there seemed to be so much to do before the start. With that, don't be overly concerned about missing a ride or taking a break if you don't feel up to it. If you get the chance to, I think it is vital to get some desert training in, as your race can be shot in the first two days if you are not used to it.

Q: Will we see you on the starting line in 2009?

Pattinson: Unfortunately, it's unlikely I will be able to race in 2009. RAAM takes a huge commitment throughout the year to be prepared, my wife and I have just had a baby girl in Septem-



ber, and I want to spend some time with my family. So my current plan is to potentially be back again in 2010. I have considered maybe doing Race Across the West on a low budget for fun, but I have no concrete plans at this point.

Q: Are you married and, if so, to whom? Do you have kids, and if so, how many, names and ages? What's your occupation?

Pattinson: I am married to Samantha, and she has given me great support and latitude in my preparations for 2008 RAAM. We have a baby daughter (Olivia) who was born in September and I have two step-daughters (India and Claudia) who are eight and six.

Pattinson's Palmarès

2006

Adirondack 540, Silver Sojourn, first place
Heart of South 500, second place
Music City Double, first place
Tejas 500, first place

2007

Heart of South 500, three-man team first place
Tejas 500, four-man team first place

2008

Heart of South 500, first place (upright)
Race Across America, second place

2008 Race Across AMerica

by Fred Boethling RAAM CEO/President

The 2008 edition of the Race Across America—the world's premier ultra-cycling event—was a success. The primary goals for 2008 were:

- continue to improve the overall experience from the perspective of racers, crews and fans;
- continue to grow the race; and
- upgrade the website and race coverage to reach a larger audience and better position the race to attract serious event sponsorship.

In an effort to achieve our objectives for 2008, we made a number of changes.

We spread out the start times—Saturday for women and 60+ men, Sunday for solos and Wednesday for teams—to give solo racers, the heart of the race, the opportunity to finish before the teams.

We made important changes to the course. We eliminated much of the potentially dangerous section on I-10 in California. The route between Pagosa Springs, CO and Pratt, KS was altered to pass through Taos, NM. We moved the route south away from Indianapolis and through Bloomington, IN, a great cycling town—home of the Little 500 and the film "Breaking Away".

The most significant route change was moving the finish line from Atlantic City, NJ to Annapolis, MD. We received overwhelmingly positive

feedback—it's hard to overstate the beauty of the finish at the City Dock in Annapolis. The entire experience was more racer-friendly.

These changes added three major cycling and/or outdoor sports towns to the route—Taos, Bloomington and Annapolis. Overall the roughly 1,000 miles of new route were well received.

The huge gap between RAAM qualifiers (typically 500 miles) and RAAM itself (over 3,000 miles) presents a scale-up problem for riders and crew. Further, racing RAAM is a significant commitment in terms of personnel, time and money. To address these issues we arranged to add the 1,000-mile Race Across the West (RAW 1000). The start times were the same as RAAM and the race finished in Taos, NM. RAW exceeded our expectations. We believe the RAW 1000 will become a significant ultra-event in its own right.

We also started Spring Camps to help better prepare crews for RAAM. One of the principal reasons for rookies' failure to finish RAAM is inadequate crew preparation. We are trying to address this through our Spring Camps. We provide a wealth of information as well as the opportunity to ask questions and discuss the role of the crew. Our goal is to make the crewing experience a positive one and to enhance the racers' performance. The feedback has been positive and we plan to expand our efforts in this area.

The race continued to grow: RAAM ridership was up 11% and overall participation—RAW included—was up 16%. All of the RAAM growth in 2008 was in teams.

	2007	2008
RAAM	192	213
RAW	-	19
24-Hour	25	20
Total	217	252

- Solos were down a bit, 27 this year versus 30 in 2007; however, the number of solo racers has been 30+/- for some time.
- RAAM is increasingly an international event and we had riders from 15 countries. Roughly one-third of the solos and one-quarter of the teams were from outside the U.S.
- RAAM continues to be a significant factor in raising money for charitable causes. Again, well over \$1 million was raised for a wide range of charities.
- RAAM has reached the point where there are over 1,000 people involved in the race, including riders, crew and RAAM staff.

We are continuing to improve the website in order to both improve race coverage and to provide more and better information year-round. We can now handle significantly greater text and video coverage of the race. Website page views jumped to 17 million in 2008 versus 2.5 million in 2007. We had more than double the number of unique visits and photos viewed and over six times the number of page hits.

RAAM has grown to the point where it requires a year-round effort. The organization now has three full-time employees: Terry Zmrhal, Race Director; Perry Stone, VP Sales and Marketing; and Rick Boethling, VP Finance and Administration. We continue to have a very strong and dedicated staff, including our trio of Head Officials.

All in all, we were very pleased with the 2008 race. We think there is a great future for the Fall Festival, Spring Camps and the RAW 1000. We are looking forward to a great 2009 event.

Jersey and Long-sleeved Windbreaker Bright Orange and Yellow

The international design by Barbara Harvie in bright colors!
Color illustration at: www.ultracycling.com/about/jersey2007.html



- ☞ Jerseys are \$65 including postage
- ☞ Windbreakers are \$70 including postage
- ☞ Postage outside US \$5 additional
- ☞ Jerseys and windbreakers are in stock

Jersey is \$65 / \$70 outside US (circle size)

Man's	S	M	L	XL	XXL	\$65	\$ _____
Chest	35-37	38-40	40-42	42-44	44-48	\$70 outside US	

Woman's	S	M	L	XL	\$65	\$ _____
Bust	32-34	34-36	36-38	39-41	\$70 outside US	

Windbreaker is \$70 / \$75 outside US (circle size)

Unisex	S	M	L	XL	\$70	\$ _____
Chest	35-37	38-40	40-42	42-44	\$75 outside US	

Total — Please enter on Membership form on other side. \$ _____

Radmarathon 2008

By John Hughes

The Swiss Radmarathon is a World Cup event and the only Race Across America qualifying race in western Europe. Thus, it usually draws a large competitive field. This year 44 riders registered for the race; however, given the weather forecast only 24 started.

Fritz Blindenbacher, the race organizer, also offers a randonneur (drafting) race on the same course. All eight of the randonneurs started their event.

The eighth Radmarathon was 720 km long with 22 passes and 5800 vertical meters. The race started and finished in Wiedlisbach. This year Blindenbacher changed the course to a figure eight, with the south loop going through Emmental, and the north loop through Jura.

The randonneurs started on Friday, July 11, at 8 a.m. and beginning at 12:01 p.m. at one-minute intervals the elite riders set off on the endless route trying to qualify for RAAM.

Heated by the Föhn wind, the midday was unusually warm and the first participants dropped out soon after the first 102-km loop, exhausted and dehydrated.

It could only get worse: the riders trying to qualify for RAAM were underway on the long, flat straight between Solothurn and Biel, when the forecasted weather change announced itself with violent squalls, such that riding into the headwind became nearly impossible. When the wind calmed down, a severe thunderstorm broke over the riders. Lightning, thunder and torrential rains accompanied the heroes of the country road on their journey through Jura and into the setting night.



The pitch-black night demanded everything of the remaining riders as they made their way through flooded and gravel-covered streets, and the DNFs piled up.

Although 100 route signs were posted, two disastrous navigation errors occurred during the night. A Danish rider found himself in Basel after he missed the turn-off in Moutier and a German group ended up on the freeway near Oensingen.

On Saturday morning, nine of the original 32 riders were still underway, though two more pulled out once they realized that qualifying for RAAM was no longer possible for them. The five RAAM-Qualifier riders, who finally reached the finish-line, were all within the time limit of 15% of the fastest rider not already RAAM-Qualified, and thus all qualified for RAAM.

Next Year: July 3-4, 2009

More information: www.radmarathon.ch

Results

RAAM-Qualifier finishers; Thomas Strebel, Birrhard, Switzerland, 24:32, RQ; Marco Costa, Creazzo Vicenza, Italy, 25:21, RQ; Fabian Sialm, Therwil, Switzerland, 26:18, RQ; Achim Heinze, Simbach, Germany, 27:05, RQ; Andreas Dengler, Gänserndorf, Austria, 28:03, RQ

Randonneur finishers: Marcel Barben, Rutigen, Switzerland, 35:39; Willhelm Zurbrügg, Frutigen, Switzerland, 35:39

Race Across Oregon 2008

By John Hughes

"George Thomas and Terri Gooch have put together a beautiful, yet challenging course, one which provides you a great sampling of the scenic Northwest."—Fred Boethling

Al Smudz won the eighth Race Across Oregon on July 19. The spectacular course starts in Portland and after 535 miles and 40,000 feet of climbing the racers finish on at Timberline on the side of Mt. Hood. Smudz finished in 35

hours 22 minutes.

Jill Damman was the women's winner, finishing in 43:27 and qualifying for the Race Across America.

Bruce Carroll was the Men's Solo 50+ winner in

41:26 and Bill Nicolai won the Men's Solo 60+ division in 47:17.

Nicolai and John Pearch also qualified for RAAM. Twenty solo riders and 15 two- and four-person teams competed.

After the race RAAM President / CEO Fred Boethling said "Physically, this was one of the hardest events I've done." Only 10 of the solo riders finished!

Four teams set course records:

* Two-Man Team Recupright, 30:02

Team Second Coming: Phil Plath, Half Moon Bay, CA (Recumbent) & Tim Clark (Upright)

* Two-Man 50+ Team, 36:31

Team Varmint: Mark Newsome, Corvallis, OR & John Henry Maurice, Keizer, OR

* Two-Person Mixed 60+ Team, 44:27

Team Old Spokes: Fred Boethling, Boulder, CO & Bobbi Fisher, Burbank, CA

* Four-Man 50+ Team, 30:50

Old Goats 4 CycleOne: John Murray Nicholas, Portland, OR, Kevin Van Dyke, Forest Grove, OR, Cary Mallon, Sandy OR, J. Michael Manning, Portland, OR

After the race, Fred Boethling, RAAM CEO, said: "George Thomas and Terri Gooch have put together a beautiful, yet challenging course, one which provides you a great sampling of the scenic Northwest. Climbing the forested flanks of Mt. Hood, one of the many extinct volcanic peaks that comprise the Pacific Rim of Fire, the rolling Eastern Cascade Foothills, deep canyons of the Deschutes and John Day Rivers and the grasslands of East Central Oregon provide for a great experience. Make no mistake, the course is challenging — over 530 miles with 40,000 feet of climbing. In some respects, although shorter, mile-for-mile the course is more difficult than RAAM.

"The finishing banquet is one of the best in ultra-cycling. George entertained the crowd with his humor and passion for cycling. George and Terri go to great lengths to create a wonderful family atmosphere."

Next year: July 11-12, 2009 with a new route.

More information: www.raceacrossoregon.com

Results

Men: Al Smudz, Monroe, MI, 35:22; Georg Payer, Wolfsberg, Austria, 37:25, RQ; Ross Muecke, Kennewick, WA, 40:22, RQ; Bruce Carroll, San Francisco, CA, 41:26; Hugh Gapay, Cornelius, OR, 42:14; Dru Dixon, West Plains, MO, 43:31; Scott Youngren, Mount Vernon, WA, 44:25; John Pearch, Olympia, WA, 45:21; Bill Nicolai, Vancouver, WA, 47:17; Vinnie Tortorich, Los Angeles, CA, DNF; Brian Ecker, Bellingham, WA, DNF; Daniel Olsen, Seattle, WA, DNF; Tom Letsinger, Eugene, OR, DNF; Jess Clifton, Sacramento, CA, DNF; James Barhitte, Vancouver, WA, DNF; Recumbent; Robert DeCou, Port Angeles, WA, DNF

Women: Jill Damman, Jackson, WY, 43:27, RQ; Deanna Adams, Prescott, AZ, DNF; Patti Jo Struve, Arnold, CA, DNF; Jodi-Annette Ashley, erton, WA, DNF

Two-Person Teams

Men: Team Abrupt Edge, (Craig Rowley, Portland, OR & Glenn Johnson, Vancouver, WA), 34:01; Team Haul'n Oats: The Man Eaters, (Adam Garmon, Portland, OR & DJ DeAustria, Tualatin, OR) 35:04; Team Bag Balm, (Richard Seton, Portland, OR & Scott Salisbury, Seaside, OR), 35:58; Team Too Dumb to Quit, (Doug Peterson, Hillsboro, OR, TBA), DNF

Men 50 +: Team Varmint, (Mark Newsome, Corvallis, OR & John Henry Maurice, Keizer, OR), 36:31

Mixed, 60+: Team Old Spokes, (Fred Boethling, Boulder, CO & Bobbi Fisher, Burbank, CA), 44:27

Recupright: Team The Second Coming, (Phil Plath, Half Moon Bay, CA, recumbent & Tim Clark, upright) 30:02; Team Orthros, (James Kern, Sunnyvale, CA, recumbent & Karta Purkh Atehortu, Palo Alto, CA, upright), 30:06

Recumbent: Team Flat Tired, (Dana Lieberman, Valley Village, CA & John Lauer, Elk Grove, CA), 35:22; Team Raven Lunatics, (David Bradley, Arcata, CA & William Spaeth, Arcata, CA), 39:16

Four-Person Teams

Men: RAOd Warriors, (David Longdon, Seattle,

WA, Mike Stafford, Eugene, OR, Mark Mirante, Bellevue, WA & Vic Steuber, Eugene, OR), 28:48; Three Rivers Racing, (Nick Blacklock, Happy Valley, OR, Chris Blacklock, Toronto, Ontario, Canada, Keith Willis, Vancouver, WA & Richard Haight, Longview, WA), 29:08; Aardvarks (Junior Men, Lito Nicolai, Vancouver WA, Jonathan Von Offenheim, Portland OR

Owen Bley-Male, Portland OR & TBD), DNF
Men's 50+: Old Goats, (John Murray Nicholas, Portland, OR, Kevin Van Dyke, Forest Grove, OR, Cary Mallon, Sandy OR & J. Michael Manning, Portland, OR), 30:50; The Master Blasters, (Dennis Funk, Vancouver, WA, Harry Gardner, Vancouver, WA, Lap Lai, Vancouver, WA & Tom Dollemore, Vancouver, WA), 32:30

2008 UK 24-Hour Championship

Gardiner rides 510.09 miles, wins fourth crown!

By Joel Sothern

2008 marked the 65th installment of the UK 24-Hour Championship race, which was established in 1937. The race was on July 26, organized by the Mersey Roads CC. In British time-trial fashion, riders were started at one-minute intervals, complete with a starter who held each rider's bike so he or she could start with both feet clipped into the pedals. Now, you might wonder why organizers should go to all this trouble: after all, how much difference will a few seconds make in a race that lasts 24 hours? Well, if you have to ask you don't truly appreciate the principle, integrity and tradition of a race with the UK 24-Hour Championship's storied history!

Weather conditions were much more favorable than last year, when it rained for approximately half the event. Mother Nature still threw a few curves, however. Both days were unseasonably warm and humid. A couple of angelic volunteers did their best to minimize the impact on the riders by handing out wet sponges at one point on the course. Many a rider took advantage of this unexpected benefit and countless sighs of relief and expressions of gratitude could be heard as the riders squeezed refreshing water onto their heads.

However, even the best volunteer couldn't help with the overnight challenge faced by the cyclists: a thick, disorienting blanket of fog descended on the course and enveloped the riders for what seemed like an eternity. The challenge posed by the fog was compounded further by the presence of seemingly every lorry (large truck,

for those of us on the other side of 'the pond') within a 100-mile radius on the racecourse. One of the most disconcerting sounds in ultracycling is the noise of a large diesel engine rapidly approaching from behind when you're riding alone in the dark, in the fog, on a road with no shoulder, with only a small, blinking red tail light and some reflective tape to warn drivers of your presence. Thankfully, no accidents occurred and all of the cyclists made it safely to the dawn when the fog finally dissipated.

The volunteers in this event, led by organizer Jon Williams, were second to none. Day or night, each major intersection (roundabout) was staffed by at least one volunteer to point riders to the correct exit. Friendly volunteers also staffed a feeding station at a central point on the course, offering conversation, words of encouragement, and hot as well as cold food and drink to weary riders.

Not only the volunteers were world-class: British 24-hour riders can hold their own with any in the world. Nikolaus Gardiner won the race with an astounding 510.09 miles, the second highest mileage total in the history of the event. This was Gardiner's fourth victory in the championship race, making him only the third person to be crowned champion four or more times. John Warnock and Neil Skellern finished in second and third places with 487.83 and 464.19 miles, respectively. The 50+ (geezer) group was won by the lone UMCA representative, Joel Sothern, who finished sixth overall with 442.43 miles.

The team championship was won by Congleton CC, whose three riders all placed in the top 10 and rode a combined 1,354.65 miles.

All in all, the event lived up to its billing as the 24-Hour Championship race, as evidenced by the top 10 results listed below.

More information about the race is available at: <http://www.cyclingtimetrials.org.uk>

UK 24-Hour Top 10: Nikolaus Gardiner, Johns

Bikes, 510.09; John Warnock, Twickenham CC, 487.83; Neil Skellern, Congleton CC, 464.19; Daniel Mathers, Seamons CC, 452.39; Karl Austin, Congleton CC, 450.49; Joel Sothern, Ultra Marathon CA, 442.43; Steven Massey, Derby Mercury RC, 442.38; Graham Barker, Congleton CC, 439.97; Jim Gresty, North Shropshire Wheelers, 437.87; Paul O'Donoghue, Sorento CC, 425.32

Metamora 2008

By Joe Jamison and Dave Parker

The Metamora 4x50 is a 200-mile race through the cornfields around Metamora, IL. On August 9, the third running of this event was held and what a ride it was! The course is a 50-mile loop with a noticeable descent and climb at the outset followed by a few rollers and then a fairly flat 35 miles. To complete the 200 each rider must do four laps—although quite a few participants choose a 100- or 150-mile option. This year the 4x50 had a few surprises in store!

On Friday afternoon the organizers and Jim Hanson, our faithful volunteer, started to lay down the navigational arrows only to learn that within a mile of the start a construction crew has just finished resurfacing Coal Bank Road! “Don’t worry”, they assured us, “we’re all done.” So, we had to drive here and there on the outskirts of town re-routing the ride! Luckily, the new route, though much hillier, only added about two miles to the total, so we were still reasonably close to the advertised distance. Then, as we approached Roanoke—more resurfacing...

At any rate, we were able to avoid the gravelly stretches and made it back to Metamora in time to join the riders for a pasta dinner before spending the evening signing up walk-ins.

The next morning at 5 a.m. at Black Partridge Park the racers began to line up. There were riders from California, Florida, Colorado, Indiana, Michigan, Tennessee and Virginia—and, of course Iowa and Illinois. Three recumbents and two HPVs started along with about 50 road bikes.

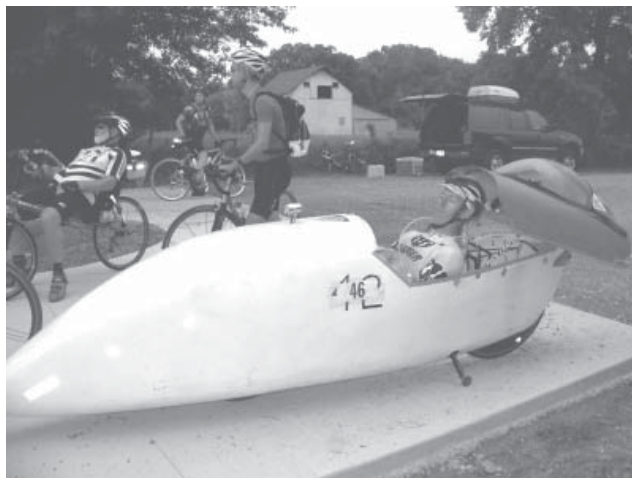
Almost as soon as the race started, Bryce Walsh

and Larry Ide went down, but the lead group waited for them to get untangled and they all proceeded as a group. I’m not sure who crossed whose wheel, but we heard that Larry had tire tracks up the back of his jersey!

The pack passed the 25-mile checkpoint in a shade over an hour—following Dennis Grelk in his white and green machine, just as we began feeling the first drops of a light rain. Luckily, the rain did not present much of a problem, it increased to a steady drizzle, then let up and by noon it was over and the sky began to clear.

The rest of the day was perfect! The temps stayed in the low 80’s and although the wind came up a little after the rain it was not a significant factor. The tall corn and the fact that the course is generally rectangular minimized its effects.

Grelk and his HPV finished well ahead of the field riding the 200 miles in 8 hours and 29 min-



Dennis Grelk in his HPV smoked the 200 miles in 8 hours 29 minutes

Flat Out Fast

200-Mile Course Records

Racer, Hometown, Year

MPH

Men, 25-49

Brian McEwen, East Lansing, MI, 2008

22.22

Bryce Walsh, Chicago, IL, 2008

22.22

Men, 50-59

Larry Fitz, Oakwood, IL, 2008

22.22

Larry Ide, Monmouth, IL, 2008

22.22

Men, 60-69

Richard Rupp, Angola, IN, 2006

16.99

Men, HPV

Dennis Grelk, Donnellson, IA, 2008

24.75

Men, Recumbent

John Schlitter, St. Petersburg, FL, 2008

22.22

Most Improved Man

Kurt Timmerman, Mundelein, IL, 15.36% Improved

Women, 25-49

Stephanie McCreary, Creve Coeur, MO, 2008

18.98

Women, 50-59

Nancy Guth, Stafford, VA, 2008

18.98

utes, average speed was 24.75 mph; Ide, Walsh, Larry Fitz, Brian McEwen and recumbent rider John Schlitter had the fastest time for non-HPVs averaging 22.22 and finishing in 9 hours and 27 minutes. Four women finished the 200 this year—a first—with Nancy Guth and Stephanie McCreary riding the course in 11 hours 4 minutes at 18.98 mph. In fact, with the exception of men in the 60-69 age group, all previous records were broken!

Further information: www.ultramidwest.net

Results

Men under 25

150 Miles: Garrett, Stewart, 7:51

Men 25-49

200 Miles: McEwen, Brian, 9:27; Walsh, Bryce, 9:27; Carpenter, Paul, 9:55; Yost, Jay, 10:27; Timmerman, Kurt, 11:25; Kulwicki, Bill, 13:05; Gilson, Zachary, 13:39

150 Miles: DerDowski, Doug, 6:59; Gudat, Mike, 10:27; Timmerman, Bruce, 11:25

100 Miles: Gruebele, Martin, 5:18; Graves, Terry, 5:42; Garcia, Thomas, 5:47; Trentina, Kevin, 6:25; Weaver, Carey, 6:25; Brown, John, 6:25; Weinman, Greg, 6:39

50 Miles: Kulwicki, Steve, 3:00

Men 50-59

200 Miles: Fitz, Larry, 9:27; Ide, Larry, 9:27; Haussler, David, 9:55; Sothern, Joel, 9:55; Guth, John, 12:20; Kundel, Arnold, 12:22; Nauseef, Bill, 12:24; Amelung, Jim, 13:39

150 Miles: Harrington, John, 7:51; Reid, Bill, 8:00; Hill, Sam, 8:36; Thompson, David, 9:26

100 Miles: Gregory, Mitch, 6:09

60-69 Men

200 Miles: DeBlois, Jim, 13:39; Eddlemon, Gerald, 13:54

150 Miles: Casson, Tom, 11:31

50 Miles: Augenstein, Larry, 3:15; Alwood, Richard, 3:20

25-49 Women

200 Miles: McCreary, Stephanie, 11:40; Kundel, Mary, 12:22

150 Miles: Oehmen, Liz, 11:16

50 Miles: Thompson, Melinda, 4:05

50-59 Women

200 Miles: Guth, Nancy, 11:40; DeBlois, Renate, 13:30

100 Miles: Grane Jo-An, 6:25

HPV

200 Miles: Grelk, Dennis, 8:29; Levand, Tony, 11:45

Recumbent

200 Miles: Schlitter, John, 9:27

150 Miles: Fallon, Dan, 10:00

50 Miles: Johnson, Randy, 3:17



UltraMidwest Weekend of Racing

By John Hughes

The UltraMidwest 24-Hour (formerly the Iowa 24-Hour) has been a tradition among Midwest ultra riders for many years and a key event in the Ultracup (formerly JMC) since 2000. However, this year the veterans were all smoked by a newcomer: Heath Warner, 33, who turned in 442.8 miles. Joe Mann, 45, took second, with 431.7 miles and Larry Ide, 50, was third with 412.0 miles. Warner and Mann qualified for RAAM and Ide requalified for RAAM and earned valuable Ultracup points toward his UCC championship. Racing his recumbent, Larry Graham, 50, was fourth overall with 404.0 miles.

On Labor Day weekend, August 30, 2008, about 60 riders competed in the UltraMidwest Weekend of Racing in Port Byron, IL. Racers competed in the 24-Hour Challenge and RAAM qualifier, the Dawn to Dusk 12-Hour and the 6-Hour Buffalo Bill Stampede.

Laura Kuhlman, 50, won the women's 24 with 305.5 miles. Sheila Wilson, 49, was second 273.70 and Karen DeBoise, 46, (riding a single speed) was third with 173.6.

"The closest race was in the men's 60-69 division."

The closest race was in the men's 60-69 division. Gerald Eddlemon, 62, took first with 327.5, James Owens, 61, was second with 325.2 and Wendell Hyink, 61, was just behind him, also with 325.2 miles.

The day was sunny and warm, with the temperature near 90 in the afternoon, but with very low humidity. The wind was never a factor. The night was cool with temps in the low 60's.

Chris Ragsdale, 31, hammered through the 12-hour with 258.8 miles. Joel Sothern, 50, earned Ultracup points with 250.1 and James Kubiak, 45, was third with 231.1 miles.

Kathy Roche-Wallace, 47, won the women's 12 with 215.00 miles. Nancy Guth, 58, took second with 211.4 miles, earning Ultracup points toward her UCC championship. Pauline Lundgren,

a young 64, took second with 175.6 miles.

The riders from 15 to 75 came from across North America, from California to Virginia and Canada to Texas.

In the six-hour Tom Waterman, 49, and David Green, David, 51, both logged 122.1 miles and Brad Reid, 55, was third with 120.2. Melinda Thompson, 44, won the women's division with 96.8 miles.

At the start the driver of the van that was leading the racers onto the first loop realized that parties unknown had vandalized the race course by painting misleading route arrows at many of the intersections. Thankfully, many of the riders had ridden the course previously and only a few were thrown off course by the pranksters. However, to reduce confusion, the organizers closed the long loop after one lap and required the riders to complete the event on the shorter—but less complicated—middle loop.

"You are a class act."

Afterwards Heath wrote to race organizer Joe Jamison: "I just wanted to send you a note to thank you for all the help. This being my second cycling event I was a bit on the nervous side. From the very start at the pre-race meeting you were nothing but a totally friendly person that was easily approachable and a pure joy to talk to. You really put me at ease. I did not have the time to talk to you on race day much, but I hear from my wife that you were a great help to her. I cannot tell you how much of a kick in the butt it was when she told me I had taken the lead. Again, I hear that is all thanks to you keeping her up to date. I found the experience to be both challenging and one I can learn from, but what I will probably remember most is the kindness extended to myself and my wife from someone three states away that had never met us. Thank you again for everything, you are a class act."

Joe Jamison and his business partner, Dave Parker, are truly a class act, putting on one of the best events on the ultra calendar.

More information: www.ultramidwest.net

Complete Results

24-Hour Challenge

Men 25-39: Warner, Heath, 33, OH, 442.80; Yost, Jay, 36, IL, 411.20; Kulwicki, Steve, 27, IN, 246.40

Men 40-49: Mann, Joe, 45, IA, 431.70; Carpenter, Paul, 49, IL, 399.00; Bradley, Bill, 48, CA, 376.50; Ford, Bruce, 47, ONT, 364.60; Kulwicki, Bill, 49, IN, 333.20; Elliot, Ken, 46, FL, 325.20; Hukle, Martin, 48, TX, 246.40; Vickers, William, 43, MD, 246.40; Blachowicz, Timothy, 41, WI, 167.60; Pitney, Bill, 42, IL, 128.20

Men 50-59: Ide, Larry, 50, IL, 412.00; Thunselle, Bob, 50, WY, 352.40; Smith, Dennis, 59, MO, 285.80; Buyens, Dave, 55, FL, 285.80; Rosa, Jim, 51, IN, 266.10

Simone, Jim, 54, IL, 187.30

Men 60-69: Eddlemon, Gerald, 62, TN, 327.50; Owens, James, 61, IL, 325.20; Hyink, Wendell, 61, MI, 325.20; Long, Gale, 66, WY, 242.10

Recumbent, Men 50-59: Graham, Larry, 50, OH, 404.00; Duhm, Allan, 58, FL, 147.90

Women 40-49: Wilson, Sheila, 49, IL, 273.70; DeBoise, Karen, 46, IL, 173.6 (single speed)

Women 50-59: Kuhlman, Laura May, 50, IL, 305.50

Dawn to Dusk 12-Hour Challenge

Men under 25: Sherman, Mark, 16, MI, 215.00; Leininger, William, 15, MI, 108.50

Men 25-49: Ragsdale, Chris, 31, WA, 258.80; Kubiak, James, 45, MI, 231.10; Rettig, Steve, 31, MI, 191.70; Murray, Michael, 49, MI, 183.70; Wallace, Patrick, 27, MO, 167.60; Hansen, Greg, 34, IL, 88.80; Krezinski, Paul, 28, WI, 88.80

Men 50-59: Sothern, Joel, 50, CA, 250.10; Black, Paul, 59, IA, 223.10; Kunz, Daryl, 52, IL, 215.00; Thompson, David, 53, IL, 211.40; Forkenbrock, Michael, 51, IL, 204.30; Nauseef, Bill, 57, IA, 200.80; Guth, John, 54, VA, 195.30; Johnston, Richard, 51, IL, 147.90

Men 60-69: Mutel, Robert, 62, IA, 202.50; Lundgren, Ken, 65, NE, 175.60

Men 70+: Donohue, Wayne, 75, IA, 183.70

Women 25-49: Roche-Wallace, Kathy, 47, MI, 215.00; Harris, Charlene, 49, WY, 164.00

Women 50-59: Guth, Nancy, 57, VA, 211.40; Rubis, Vicki, 55, WY, 164.00

Women 60-69: Lundgren, Pauline, 64, NE, 175.60

6-Hour Buffalo Bill Scramble

Men 25-49: Waterman, Tom, 49, IA, 122.10; Short, Joe, 44, IA, 108.50; Nangle, Shea, 36, IL, 96.80

Men 50-59: Green, David, 51, IA, 122.10; Reid, Brad, 55, IL, 120.20; Cina, Alan, 53, MO, 93.00

Men 60-69: Perry, Bruce, 60, IL, 116.50

Women 25-49: Thompson, Melinda, 44, IL, 96.80

The Hoodoo 500

By John Hughes

Kenneth Philbrick, 30, one of the strongest young ultra racers won the Hoodoo 500 in 30 hours 59 minutes and broke the course record by almost six hours. Philbrick, from Corvallis, OR won the Race Across Oregon in 2005, qualified again for RAAM at the Furnace Creek 508 and was the UMCA's North American 12-Hour Champion in 2007. Urs Koenig, 41, Seattle, WA, took second in 32:59. Koenig is also very strong—he set a course record and qualified for RAAM at the very hot Cascade 1200 in 2006 and won the Ring of Fire 24-Hour in 2007. Koenig's coach, who also

crewed for him, said the course was very tough—every time she looked out of the pace van he was climbing! Jeremy Smith, 35, West Jordan, UT, was third in 33:33 and qualified for RAAM. All three broke the course record!

The race started in St. George UT on September 13, 2008. The course was 518 miles with 30,000 feet of climbing.

Kevin McNulty took the early lead, but by mile 375, Philbrick had closed the gap and arrived at Time Station 5 in Panguitch, UT, just one minute ahead of McNulty. Sothern was less than an

hour back. Koenig and Smith checked in at TS5 next, just one minute apart. By this time the racers had already climbed 5,000 feet from the Escalante River to the top of Boulder Mountain (10,000 feet), as well as assorted smaller climbs.

Leaving Panguitch the riders had another 5,000-foot climb to Cedar Breaks at 10,600 feet. By Time Station 6 in Cedar City (433 miles) McNulty had dropped. Philbrick took the lead and never looked back. Koenig was second into Cedar City followed by Sothern and then Smith. Leaving Cedar City Smith could smell the finish. Over the last 80 miles he caught Sothern, who had a 45-minute lead, and then beat him to the finish by another 50 minutes.

That's the easy solo race. Hoodoo also offers the Solo Voyager Division. The riders race without crew and are entirely self-supporting. Mike Sturgill and Ray Rupel traded the lead the entire weekend, fighting to stay less than hour apart for most of the race. Less than 60 miles from the finish Sturgill passed Rupel and set the course record of 42:32. Rupel finished in 43:55 setting the record in the 50+ division. Sturgill,

Rupel and Kong are all experienced randonneurs. Only three of the 10 Voyager racers crossed the finish line!

I led my Red Rocks tours in Utah for years and know the roads well. The riders saw the striking red rock hoodoos. Hoodoos are tall red spires eroded from sedimentary rock. They raced majestic cliffs and through mountain meadows and pine and aspen forests. Fortunately the racers and their crews could see the scenery at night as they raced under an almost full moon.

Conditions were great: the temperature was in the 80s and low 90s during the day and the winds were fairly calm. Although the temperature did drop into the 30s on Boulder Mountain Saturday night there was no rain, snow or hail in the mountains.

Racers from twelve states and four countries participated.

Six records were set in the team races. The Four-man Team Road Rage flew over the course, finishing in 23:52, a course record. They executed perfect rolling exchanges and a great race strategy. The Four-man 50+ KeepandShare.com

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(30:17) and the Four-person Mixed Team SLMF in 32:43 also set course records.

Three two-person teams set course records: Two-man Club Hypoxia in 31:57, Two-man 50+ Team OTB in 36:54 and Two-person Mixed 60+ Old Spokes in 39:52.

Team Old Spokes took the UMCA UltraCup Team Championship, having completed and set 60+ records in both the Hoodoo 500 and Race Across Oregon.

The next Hoodoo 500 will be Sept. 12-14, 2009! More information at <http://www.HooDoo500.com>.

Complete Results

Solo Men: Kenneth Philbrick, 30, Corvallis, OR, 30:59; Urs Koenig, 41, Seattle, WA, 32:59; Jeremy Smith, 35, West Jordan, UT, 33:33, RQ; Alex Isaly, 38, Newport Beach, CA, 41:58; Christopher O'Keefe, 42, Mountain View, CA, 42:50; Joshua Talley, 36, Santa Monica, CA, 46:35; Michael Deitchman, 32, San Jose, CA, 47:41; Markku Saarinen, 52, Paimio, Finland, 52:42 (unofficial); Sean DeVeau, 30, Cheyenne, WY, DNF; Adam Kingsford, 36, Lone Pine,

CA, DNF; Chris Magnuson, 45, Estes Park, CO, DNF; Kevin McNulty, 44, Ramona, CA, DNF; Blu Robinson, 33, Orem, UT, DNF

Solo Men 50+: Joel Sothern, 51, Laguna Niguel, CA, 34:20

Solo Women: Leslie Holton, 40, Pine, CO, DNF

Voyagers (Solo, self-supported): Mike Sturgill, 49, Phoenix, AZ, 42:32; Roberto Alvarado, 48, Salinas, Puerto Rico, DNF; Jouni Hartikainen, 47, Savo, Finland, DNF; Steve LaChaine, 41, Atascadero, CA, DNF; Sean Peterson, 38, Nashotah, WI, DNF; Edgardo Saldana, 44, Carolina, Puerto Rico, DNF

Voyagers 50+: Ray Rupel, 54, Centennial, CO, 43:55; Albert Kong, 50, El Dorado Hills, CA, 50:53 (unofficial); Dan Fuoco, 56, Boca Raton, FL, DNF; John Fuoco, 52, Lewiston, PA, DNF

Two-man Relay Teams: Club Hypoxia (Curtis Marwitz, 48, Fort Collins, CO & Jeffrey Nading, 51, Fort Collins, CO), 31:57; Desert Rats (Shaun Griffin, 55, Virginia City, NV & Ric Schrank, 43, Virginia City, NV), 34:59

Team Championships

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- Is your strategy sound?
- Is your crew good?

Test yourselves in the Team Ultra Championships

The teams with the lowest elapsed times in the championships pairs win that division:

West Coast: Race Across Oregon (July 11) and Hoodoo 500 (Sept. 12)

Midwest: UltraMidwest 24-Hour (Sept. 5) and Tejas (Late Sept. TBD)

East Coast: Heart of the South (April 3) and Adirondack 540 (Sept. 18)

Racers compete in their own divisions:

- | | |
|----------------------|---------------------|
| • Two-person Male | • Two-person Mixed |
| • Two-person Female | • Tandem Male |
| • Tandem Mixed | • Tandem Female |
| • Four-person Male | • Four-person Mixed |
| • Four-person Female | |

Two-man 50+: OTB (Rick Jacobson, 50, Reseda, CA & Ira Kuchek, 52, Newport Beach, CA), 36:54

Two-person Mixed 60+: Old Spokes (Fred Boethling, 63, Boulder, CO & Bobbi Fisher, 60, Burbank, CA), 39:52

Four-man: Road Rage (Brian Duff, 32, Los Angeles, CA, Andre Gonzales, 36, Lehi, UT, Anthony Restuccia, 32, Los Angeles, CA & Patrick Watson, 39, Los Angeles, CA), 23:52; Red Rock Bike Co (Colt Albrecht, 33, St. George, UT, Jasen Hafen, 35, Santa Clara, UT, Dave Smith, 48, Santa Clara, UT & Scott Smith, 46, Erie, CO), 26:28; Team SciTegic (Rob Brown, 42, San Marcos, CA, Andrew LeBeau, 40, San Diego, CA, Peter Sroka, 41, San Diego, CA & Ton van Daelen, 41, San Diego, CA), 28:43

; OHSAH One (Tony Gilligan, 38, Vancouver, BC, CAN, Jaime Guzman, 46, Vancouver, BC, CAN, Allan Kozlowski, 46 Vancouver, BC, CAN & David McColgan, 29, Vancouver, BC, CAN), 33:12

Four-man 50+: KeepandShare.com (Robert Carr, 52, San Francisco, CA, William Koch, Jr., 54, Milwaukee, WI, Dennis Mueller, 52, Oconomowoc, WI & Dennis Sheperd, 55, New Berlin, WI), 30:17

Four-person Mixed: SLMF (Lisa Andersen, 45, Henderson, NV, Michael Andersen, 48, Henderson, NV, Frank Chepin, 52, Las Vegas, NV, Stepheny Chepin, 51, Las Vegas, NV), 32:43; Team Atlantic (Jill Goudie, 42, Aspen, CO, Shanna Hutchinson, 28, Aspen, CO, Franklin McSwain Jr., 39, Glenwood Springs, CO & Ty Mcswain, 45, Glenwood Springs, CO, DNS), 33:50; OHSAH Uno (Scott Robinson, 32, Vancouver, BC, CAN, Tina Robinson, 32, Vancouver, BC, CAN, Mikel Segal, 36, Vancouver, BC, CAN & Sid Segal, 65, Vancouver, BC, CAN), 37:10

Four-person Mixed 50+: Cyclonauts (Robert Baldino, 63, Alameda, CA, Bernie Barge, 47, San Miguel, CA, Brenda Barnell, 44, Dallas, TX & Tim Skipper, 51, Castaic, CA), 36:10

Indoor Challenge

- Too much snow to ride your bike but not enough to ski or snowshoe?
- So much rain that even your Gore-Tex soaks through?
- Not interested in falling ice and breaking something?

The Indoor Challenge is a low-key way to maintain some winter fitness. No prizes, no medals, just fun on the bike in front of the TV!

- Last winter John Jurczynski took first with 603 points (161 total hours)—including a 113-hour ride breaking the Guinness World Record!
- Arvid Loewen was second with 489 points and went on to a successful solo RAAM.
- Paul Zbiek was third with 352 points.
- Marko Baloh took fourth with 264 points—and then set three world track records this September.

Okay, maybe it wasn't low key for these guys!
Complete information at: www.ultracycling.com/standings/indoorchallenge.html

1. When: The Indoor Challenge runs each winter beginning November 1 ending March 31.
2. Equipment: Rides may be done on any indoor bicycling equipment.

3. Breaks: No more than one break per hour, and no more than five minutes per break. Break time does not count toward pedaling time. On rides of six hours or more, on additional 15 minute break is allowed every six hours.

4. Points: A ride must be at least 2 hours long to earn points. Additional points are awarded only for full hour increments as follows:

First full two hours in a session	2 points
Next full hour (3rd hr)	2 points
Next full hour (4th hr)	3 points
Next full hour (5th hr)	4 points
Next full hour and subsequent full hours	5 points each hour

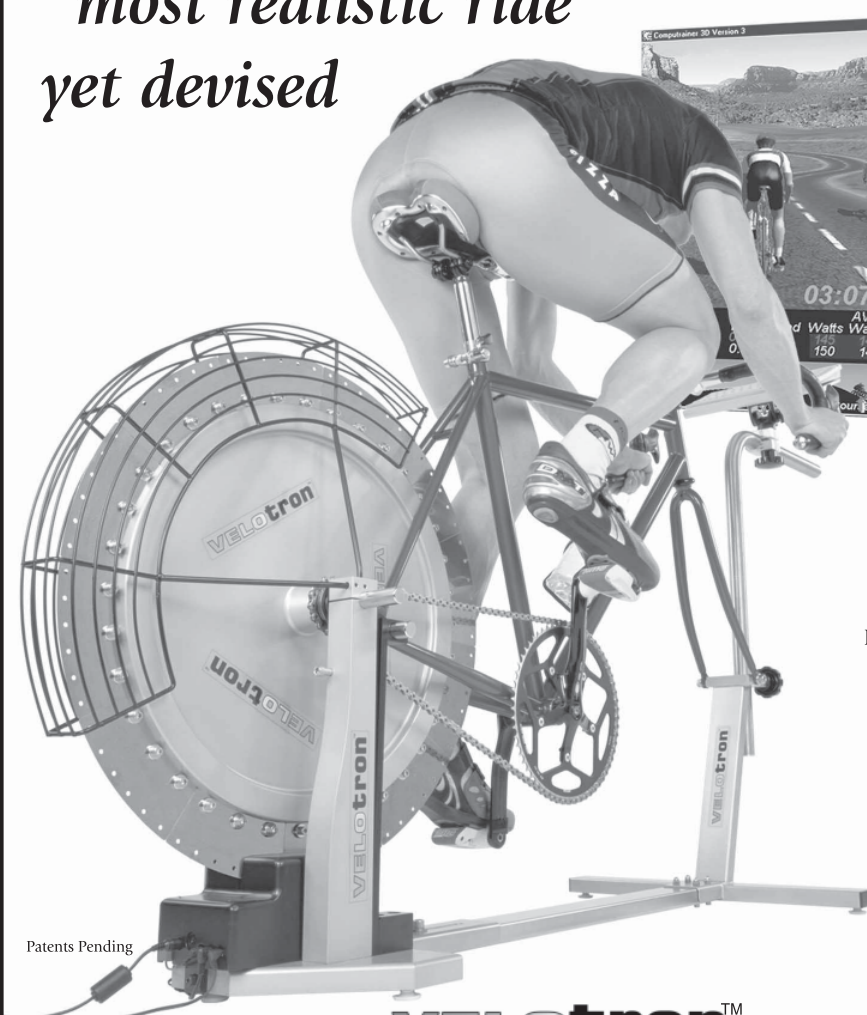
5. Sending Results: Sessions should be submitted on-line using the indoor ride submission form. To be counted, results must be sent within five days following the end of the month. (Example: results for January must be received by February 5th.) The standings are always available on-line.

6. Registration: The indoor challenge is open to anyone who is a UMCA member. No registration is necessary; just send your results in following rule number six.

7. Last: And Last, No whining!

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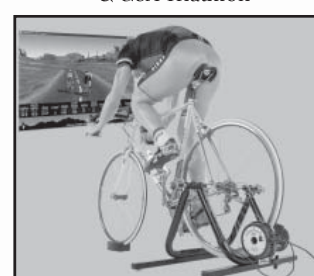
Computer 3D Version 3

Spinscan for rider 1

AVG	AVG	AVG	AVG	AVG	AVG	Grade
Watts	Watts	RPM	RPM	Pulse	Pulse	
150	148	0	0	0	0	-3.8%

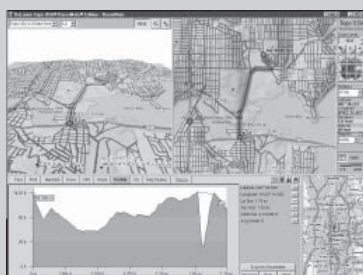
Course Length: 1.22 Miles

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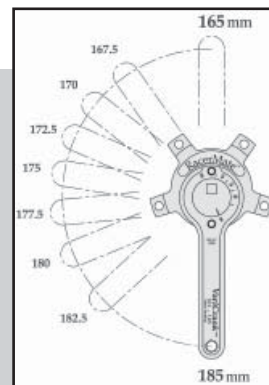
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(Continued from page 85)

friends, Fred Mueller and Larry Murphy. Joe just about had his century done when the snow started. Fred and Larry rode with Joe until his cyclometer hit the 100-mile mark. Motorists even yelled at them to “get off the road.” Joe’s wife, Frances, calls the trio of Larry, Fred and Joe, “Larry, Curley and Moe”!

Though the streets are usually kept well-plowed, one winter the snow was piled up so high along the sides of the streets that it was hard to see motorists coming out of side streets. Joe recalls one incident when a motorist came out a little too far just as Joe was going by. Joe shouted something (probably nasty) to the motorist. The motorist responded by blaring his horn when Joe was in front of the car. Joe followed the motorist as he drove into a gas station and gave the motorist a piece of his mind.

Rain

In the earlier years the weather forecasts were sometimes a problem. Joe remembers that on his birthday in mid-March a number of years back, the weatherman said it would rain, but not until late at night. Wrong! Joe headed from home southwest toward the northeast corner of Connecticut. It was a nice ride and the weather was fine. Fine, that is, until he was 50 miles away from home. As he turned and headed for home, the weather also turned. The rain came and it was steady, heavy and cold (mid 30’s). Joe had left his rain jacket at home, and the rain went right through his winter jacket and chilled him to the bone. The only way he could stay warm was to pedal as fast and as hard as he could.

When Joe wants to do a century and the CRW ride is too far from home, he does what he calls a default century. It’s a big circular route that starts and ends at his home and goes through towns such as Upton, Foxboro, Brockton, and Bridgewater. Once, as Joe was riding his default century, the rains came. So Joe picked up his pace. He was riding northwest on Massachusetts Route 140 in Upton when it happened. As a pick-up truck passed him, he heard some sort of a bang. He had been hit. He went off the road, but managed to stay upright. Joe hol-

lered, and the driver stopped and came back to see if Joe was okay. Joe thought the upset driver might have a heart attack, but he calmed down, as Joe seemed to be okay. He took the driver’s name and phone number just in case. So what had happened? Well, the pick up’s collapsible side view mirror hit Joe in the hip area. There were no bruises, but the pretzels Joe carried in his back pocket were all broken. Joe called the driver the next day or so and told him that he was fine, but to please give cyclists a little more room in the future. Three feet is what the new Maine law now requires.

Nice Weather

One morning as Joe was preparing to ride his default century he heard the weather forecast, which called for strong northwest winds. Joe didn’t like that forecast. He said, “I’ll make lemonade out of those lemons.” He woke his wife and asked her to do him a favor, and she said she would help him out. So Joe started his ride 100 miles southeast to his daughter’s house on Cape Cod. With the strong tail wind, it was one of Joe’s fastest centuries. His favor was for his wife to drive to the Cape and give him a ride home.

Another fine-weather ride was Joe’s first century ride to Cape Cod. He planned to go with the American Youth Hostel, but the ride leader never showed up. There were other riders who knew the route and Joe attempted to keep up with them. In Plymouth on Route 3A south, there’s a big hill. Joe couldn’t keep up. He finally crested the hill and began his descent when he saw the other riders stopped ahead. A police cruiser had stopped the other riders for riding two or more abreast down the hill. Joe was able to catch up. Joe split from the others and biked back to the Orleans hostel.

That’s all for now folks.

Joseph Repole

July 22, 2008



Renewal? Yes___ No___

UMCA Membership Form

10/5/2008

Name _____ Membership gift from _____
 Address _____ Male _____ Female _____
 City _____ St/Prov _____ Postal Code _____
 Country _____ Home telephone _____
 E-mail account _____ Birthdate mm____ dd____ yy____

May we publish your address, e-mail and telephone in the membership directory? Yes___ No___

Racing in RAAM 2009? Yes___ No___ RAAM riders receive a copy of *Crewing with Fuzzy*.

If team, team name _____

Membership (circle)	USA	Canada	All Others	
2008 Annual (and back issues)	\$35	\$45	\$55	Membership \$ _____
18 month (7/'08 - 12/'09)	\$50	\$66	\$80	
Two years '08 & '09 (and back issues)	\$65	\$85	\$105	
Three Years '08 - '10 (and back issues)	\$95	\$125	\$155	
2008 Annual Family	\$50	\$65	\$80	

Each family member must fill out and sign a separate form

18 month Family (7/'08 - 12/'09)	\$65	\$80	\$95
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Each family member must fill out and sign a separate form

Tax-deductible contribution **Contribution** \$ _____

The UMCA is a not for profit educational organization

Year-Rounder (2009) — \$10 to cover awards **Y-R Participation fee** \$ _____

Ultracycling Cup (2009) — \$10 to cover awards **UCC Participation fee** \$ _____

UMCA Jersey — \$65 (\$70 overseas) include form with size! **Jersey** \$ _____

UMCA Windbreaker — \$70 (\$75 overseas) include form with size! **Windbreaker** \$ _____

RAAM Qualified T-shirt — \$20 (\$25 overseas) include form with size! **RQ T-shirt** \$ _____

To pay by credit card go to www.PayPal.com **Total** \$ _____

UMCA Members Release of Liability and Covenant Not To Sue (All members must sign)

In consideration of the acceptance of my membership in the UltraMarathon Cycling Association, Inc. (UMCA, Inc.), and other good and valuable consideration the receipt and sufficiency of which are hereby acknowledged, I hereby forever release, discharge, and covenant not to sue, the UMCA, Inc., its Board of Directors, its Officers, volunteers, race directors, employees, and sponsors, for any and all past, present and future liability, claims and causes of action of every kind and nature whatsoever, whether equitable or legal, including without limitation, any claims for injunctive relief, for damages arising from death, personal injury or property damage, lost opportunities, or which may arise by any means as a result of or in connection with my membership in the UMCA, Inc. I further agree to comply with the bylaws, policies and rules of the UMCA, Inc. and to comply with the rules of any event sanctioned by the UMCA. I further agree to comply with the UMCA Appeals Policy and acknowledge in advance that any written decision by a hearing panel of the UMCA is final and binding on all parties.

This release is intended in advance to discharge the Board of Directors, Officers, volunteers, race directors, employees and sponsors from and against any and all past, present and future legal liability and equitable claims arising out of or connected in any way with my membership in the UMCA, Inc., their decisions regarding any race events, rules interpretation, or my membership in the UMCA, Inc.; even though any such liability or claims may arise out of negligence or carelessness on the part of the above mentioned people or entities.

This Release of Liability and Covenant Not To Sue shall be construed broadly to provide a release, waiver and Covenant Not To Sue to the maximum extent permissible under the applicable law. I agree that any breach of the foregoing Covenant Not To Sue shall entitle UMCA, inc. (including its Board of Directors, its Officers, volunteers, race directors, employees, and sponsors) to recover its attorney fees in the event it or any such parties successfully enforces such covenant and /or successfully enforces the foregoing release of liability.

Signature _____ Date _____

If a minor, signature of parent or guardian _____ Date _____

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- ☞ Windbreakers are \$70 including postage
- ☞ Postage outside US \$5 additional
- ☞ Jerseys and windbreakers are in stock

Jersey is \$65 / \$70 outside US (circle size)

Man's	S	M	L	XL	XXL	\$65	\$ _____
Chest	35-37	38-40	40-42	42-44	44-48	\$70 outside US	

Woman's	S	M	L	XL		\$65	\$ _____
Bust	32-34	34-36	36-38	39-41		\$70 outside US	

Windbreaker is \$70 / \$75 outside US (circle size)

Unisex	S	M	L	XL		\$70	\$ _____
Chest	35-37	38-40	40-42	42-44		\$75 outside US	

Total — Please enter on Membership form on other side. \$ _____

UMCA Members Rally 2009: Texas Hell Week

Our annual national conclave!

Texas Hell Week
Fredericksburg, TX
March 14-21, 2009.



Each day routes include rides from 25 to 120 miles or more.
There are hundreds of miles of roads in the hill country.
The typical century has 4-5,000 feet of climbing.

Meet your Board of Directors and your Officers.
Meet other folks who enjoy back-to-back centuries.
We'll have a UMCA night at a local brewpub

More information: www.hellweek.com

We hope to see you in March!

Ultra Lore: A Century and a Metric a Month for the last 195 Consecutive Months

Joe Repole of Framingham, MA has ridden a century and a metric century (62.16 miles) every month since May 1992. That's 195 straight months (16 years, 3 months) and he hasn't stopped yet! Joe was 56 when he started. All of his centuries have been in the northeast, mostly in Massachusetts, through the cold, snow, rain, heat and nice weather.

Joe is a long-time member of the Boston area bike club, the Charles River Wheelmen (CRW). He has attended numerous Great Eastern Rallies (GEAR), many Bike Maine Rallies, a couple of National Bike Rallies, Bike New York and several charitable bicycle rides. He rides about 5,000 miles a year and has ridden almost 108,000 miles in the last 22 years.

Joe currently serves as one of the three co-chairs of the Massachusetts Bicycle and Pedestrian Advisory Board and is a founding member of the Framingham Bicycle and Pedestrian Committee.

Why ride a century and a metric century every month, you ask. Joe answers, "because it's fun; I love to ride". How did he get started? In 1992 the League of American Bicyclists (LAB) initiated a century challenge to all of its members. At that time the CRW was 100% affiliated with the LAB and passed the challenge on to its members. The club, which was already listing members' mileages in its monthly newsletter, would begin listing the number of months their members rode a century and a metric century.

Joe, along with a few other CRW members, took up the challenge, starting in May. That was easy. June, July, August, September and October were not a problem. Then came the New England cold and unpredictable weather. November and December were more difficult. But Joe had done it. He had eight months in a row! So did a couple of other CRW members. Then came January. Joe said to himself, "If I could do December, then I should be able to do January," and he did. And so on through the rest of the winter. Joe recalls riding from his home in

Framingham to Canton when it was four degrees F, and then doing a CRW ride and returning home. The high that day was 19 degrees F. His water bottles froze. Fortunately another rider who drove to the ride start had extra water in his car and gave it to Joe. Joe vowed to never start a century if the temperature was below five degrees F. He later broke that vow. On one occasion he and his friend Fred Mueller rode from their homes to Quincy, Massachusetts when the temperature was zero degrees F. After eight miles or so they warmed up, but then Fred's water bottles and Joe's CamelBak tube froze solid. Joe said even the ocean/surf along Quincy Shore Drive had frozen. But it was a blast!

And so it went month after month. Joe's biggest problem in the winter was the shortness of the days. In December he had to start by the seven a.m. sunrise in order to finish his 100 miles by sunset at 4:15 pm. The riding in the winter was slower and lonelier.

His procedure for accomplishing the century each month is to plan on riding it the first Sunday of each month. Why the first Sunday? As much as Joe likes to ride, he loves to ride with others, and CRW rides every Sunday. He sees other riders and has some company for at least part of the ride. Joe will ride to the CRW ride start if it's 25 miles or less from his home. Then if he's looking for his century he'll ride the long ride of about 50 miles or so and ride home. If he needs more miles to reach 100, he'll ride extra miles either on the way to the ride or add extra miles when he comes home.

If rain or snow is forecast the first Sunday of the month, Joe has another three or four Sundays to ride his century and metric. Once in a blue moon he has to take a day away from work near the end of the month to ride his metric or century.

Snow

One winter Sunday Joe was riding with his

(Continued on page 82)



Mark Pattinson, RAAM 2008 Rookie of the Year

Coming in the next issue

- ◆ Race Across the West — Paul Carpenter
- ◆ Adirondack 540 — Nancy Guth
- ◆ Fireweed 400 — John Hughes
- ◆ Texas Time Trials — Dan Driscoll
- ◆ Desafio 24 — Michel Bogli
- ◆ World Cup and UltraCup Final Standings — Joel Sothorn
- ◆ World Cup, RAAM Qualifier and UltraCup 2009 Calendar
- ◆ Diversity of the Year-Rounders, pt. 2 — John Elmlblad
- ◆ RAAM Qualified Riders, 2008

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