

ULTRACYCLING

THE VOICE OF THE ULTRAMARATHON CYCLING ASSOCIATION

2012 PREVIEW



WHERE WILL YOU GO?

WINTER 2012 | V.21.01

One of the many confusing signs life member Jeff Vogel had to deal with on his epic ride through the jungles of Laos. Read his article inside.



SEBRING 24-HOUR NON-DRAFTING

February 18, 2012: | 24 H | 30 PTs | FL, USA
www.bikesebring.org

ULTRA BOB 626 SPRING

March 9, 2012: | 626 KM | 30 PTs | India
www.teamshift.co

TEXAS HILL COUNTRY 600 KM

March 10, 2012: | 600 KM | 30 PTs | TX, USA
www.raceacrossoregon.com/hillcountry

HEART OF THE SOUTH 500

March 30, 2012: | 500 MI | 60 PTs | AL, USA
www.heartofthesouth500.com

RACE AROUND SLOVENIA

May 5, 2012 | 1182 KM | 75 PTs | Slovenia
www.dos-extreme.si

MELFAR 24-HOUR CHALLENGE

June 2, 2012: | 24 H | 30 PTs | Denmark
www.melfar24.dk

RACE ACROSS EUROPE

June 10, 2012 | 2900 MI | 150 PTs | UK
www.theraceacrosseurope.com

RACE ACROSS AMERICA

June 12, 2012 | 3000 MI | 150 PTs | USA
www.raceacrossamerica.org

RACE ACROSS THE WEST

June 13, 2012 | 860 MI | 75 PTs | CA, USA
www.raceacrossamerica.org

RADMARATHON

June 29, 2012 | 715 KM | 60 PTs | Switzerland
www.radmarathon.ch

UK 24-HOUR CHAMPIONSHIP

July 8, 2012 | 24 H | 30 PTs | United Kingdom
www.cyclingtimetrials.org.uk

FIREWEED 400

July 13, 2012 | 400 MI | 30 PTs | AK, USA
www.fireweed400.com

RACE ACROSS OREGON

July 21, 2012 | 527 MI | 60 PTs | OR, USA
www.raceacrossoregon.com

MONTREAL DOUBLE DOUBLE

August 3, 2012 | 400 MI | 30 PTs | NY, USA
www.adkultracycling.com

UK 12-HOUR CHAMPIONSHIP

August 13, 2012 | 12 H | 15 PTs | United Kingdom
www.cyclingtimetrials.org.uk

RACE AROUND AUSTRIA

August 15, 2012 | 2200 KM | 120 PTs | Austria
www.racearoundaustria.at

TORTOUR NONSTOP CYCLING AROUND SWITZERLAND

August 16, 2012 | 1000 KM | 60 PTs | Switzerland
www.tortour.ch

HOODOO 500

August 24, 2012 | 519 MI | 60 PTs | UT, USA
www.planetultra.com

LE MANS 24-HOUR

August 25, 2012 | 24 H | 30 PTs | France
www.24heuresvelo.fr

ULTRA MIDWEST 24-HOUR CHALLENGE

September 1, 2012 | 24 H | 30 PTs | IL, USA
www.ultramidwest.net

RACE AROUND IRELAND

September 9, 2012: | 2100 KM | 120 PTs | Ireland
www.racearoundireland.com

ADIRONDACK 540

September 14, 2012: | 544 MI | 60 PTs | NY, USA
www.adkultracycling.com

TEJAS 500

September 27, 2012: | 500 MI | 60 PTs | TX, USA
www.tt24tt.com

FURNACE CREEK 508

October 6, 2012: | 508 MI | 60 PTs | CA, USA
www.adventurecorps.com

24-HOUR WORLD CHAMPIONSHIP

November 2, 2012: | 24 H | 30 PTs | CA, USA
www.souleventsusa.com

ULTRA BOB 626 FALL

November 2, 2012: | 626 KM | 30 PTs | India
www.teamshift.co

8 LAPS OF LAKE TAUPO

November 21, 2012: | 1280 KM | 75 PTs | New Zealand
www.cyclechallenge.com

ULTRACYCLING

THE VOICE OF THE UMCA

WINTER 2012 | V.21.01

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MEMBERSHIP IN THE UMCA

Includes entry into the Ultracycling Cup and a subscription to *UltraCycling* for the calendar year. See the form located on the inside back cover.

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LETTER TO THE MEMBERSHIP

DOUGLAS HOFFMAN

UMCA

Members:

As we start the new year, there is much going on at the UMCA. Most importantly, it is now time to elect the new members of the Board of Directors. All of the information you need is included in this issue. You will notice that we have fewer candidates than we have available seats on the board. For this reason, the board of directors may appoint additional members to the board of Directors after the election. Please use the opportunity to write in members you would like to see appointed.

The surge in memberships over the past few months has overtaxed our systems. I apologize for any delays in getting your new membership or renewals processed. We have not experienced such a surge before and were simply not ready. This is very good news, but if you still have any concerns, please just let us know at memberships@ultracycling.com. We will get you taken care of.

Several members have requested that we reevaluate the rules of some of our programs. This process has begun and in some cases will be swift. In others it may take some time. It is our intention to be thorough and careful so that the end result will be an improvement to policy that stands the test of time. In the past, though some real effort was put in, rule changes were not implemented, or were not treated with the respect they deserved. This time, we will act deliberately, and take the time needed to make the changes that will improve the organization. Announcements will follow any rule change.

Working with John Lee Ellis, we are developing a team of Race Directors who will meet via conference calls to discuss the needs of their community and ways the UMCA can work in partnership with them to expand and improve the sport. Though the primary community we serve is the riders, we cannot do this without the events. Our partnership with Race Directors can only improve the way we serve you, our members.

Working with Lon Haldeman, we have begun to develop a mentoring program for young riders. If there is anyone who doesn't know who Lon is, please look him up at https://ultracyc.ipower.com/about/hof_haldeman.html, or see his company website at <http://www.pactour.com>. The program is still in the early stages of development, but Lon is taking the lead. It is our intention to make it easier for young riders to successfully enter the sport of UltraCycling. This is for riders, 25 years of age or younger who are new to the sport. If you are such a rider and have an interest in participating or are an experimenter rider who has an interest in being a mentor, please be in touch with me. For the moment, I will be the point of contact.

If you have not already, please take a moment and visit our records page at <http://ultracycling.com/sections/records/>. Last year produced an unprecedented number of new records, particularly cross state. Demanding of note are the efforts of Gerald Eddlemon who at 66 years of age has tattooed the record books with his name so completely that it is beginning to look

like it must be a typographical error. I suggest that it is time that some of our members wake up and give this man a run for his money. Another couple years at this rate and Mr. Eddlemon will own the 60-69 records in every state. Congratulations, Gerry, on your accomplishments, and thank you for demonstrating the power of human persistence!

In closing, I want to thank you all for your participation and communication. All of your communications are being taken into account. Please keep it coming.

Ride Lots, Have fun, Stay Safe

Douglas Hoffman,
Executive Director

Ultra Marathon Cycling Association
executivedirector@ultracycling.com



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30th Year

NATIONAL 24 HOUR CHALLENGE

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- ◆ **Free Fruit from FamilyFare Supermarkets, Sunday McDonald's Breakfast, Door Prizes at Awards Ceremony**
- ◆ **Friday Night Dinner:** \$7 Prepaid **Saturday Morning Breakfast:** \$6 Prepaid **Food and Ice Concessions**
- ◆ **Entry** \$85 until 4/30, \$110 until 5/31, \$135 until 6/10. No Entries Accepted After 6/9/2012, 12 Midnight. *No Refunds.*

National 24-Hour Challenge, PO Box 324, Byron Center, MI 49315

www.n24hc.org n24hc@charter.net (616) 340-0702 Register On-Line at Active.com starting 1/1/2012

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ULTRACYCLING CUP

RACE AROUND AUSTRIA PREVIEW ■ FULL CIRCLE ■ UMCA GETS DIRTY ■ 2012 UCC PREVIEW



UMCA member John Fuoco showing good form at the Adirondack 540. Photo by John Ceceri.

RACE AROUND AUSTRIA PREVIEW



MICHAEL NUBAUMER

The Race Around Austria is a European alternative to RAAM and one of the best ways to qualify for it. Its length (2,200 KM/1,375 MI) along the border of Austria and its altitude (30,000 M/99,000 FT of climbing), make it perfect for a RAAM-test event. The route will take you through the most beautiful landscapes of Upper and Lower Austria, the Pannonic lowlands, the Styrian wine areas, Grossglockner and Silvretta, Vorarlberg and the valleys of the Inn, as well as the Salzach.

It's the only race where you can simulate sleep breaks and ride more than two days. The race has a perfect balance sheet with RAAM: everyone who has qualified for RAAM here, has finished it. And for Europeans it's cheaper as well. You don't need flights, you have more infrastructure, need less supporters and best of all, a motor home is not necessary.

Solo racers finish in four to six days. Record holder is Austrian Eduard Fuchs from Graz. To win Race Around Austria in 2010 and 2011, he needed just over 100 hours. And the women? They have an extra day to finish, with a cutoff time of about 7 days. No problem for Switzerland's super athlete Trix Zraggen. She won the 2011 race (coached by 2001 RAAM winner, Andrea Clavadetscher) in 115 hours. She's already registered for RAAM 2012, so keep an eye on her performance!

"We did this race with the idea to make it a test race for RAAM. Before Race Around Austria there was only RAAM and some 1000 KM races or 24-hour challenges. Our goal was to create something between. And it work! Look at the drop-out rate in

America: It's decreasing! Before RAA it was a real adventure and a jump into the hot stock pot. The riders have more experience now," says Dr. Rainer Hochgatterer, one of the founders of Race Around Austria and the medical director of RAAM winner Christoph Strasser.

Austria has a long RAAM tradition, with a lot of cyclists out of this alpine state who have competed in RAAM, including winners Franz Spilauer, Wolfgang Fasching and now Christoph Strasser. The RAAM winners have made Race Around Austria very famous here. TV, print press and a perfectly working GPS tracking system – open for everybody – also help make it very popular. About 1,000 people are on the start line.

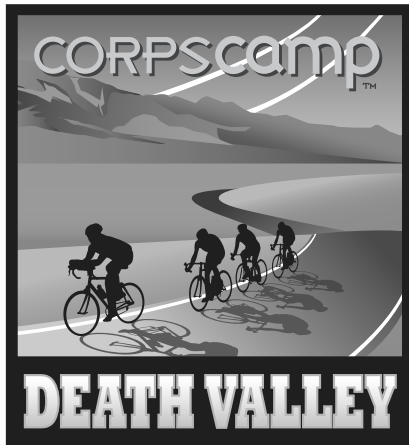
But the race is not only a solo race. There are a lot of 2 and 4 person teams on the start line and the field is growing and growing. Why? The reason is simply: "We have four key words for the race: Adventure, team spirit, navigation and cycling. It's a challenge, not only for the racers, but for the support crews too, which is part of the team and they work for their victory!" says Michael Nubaumer, Race Director. The fastest team needs less than three days to compete the route.

But the real goal is to reach the finish line together. Team work is one of the important things here in Austria. A reason not only for clubs and friends, but also for the famous and successful Austrian Ski Federation. Double world champion and Olympic medalist in Snowboard Benjamin Karl was part of a team relay in 2011.



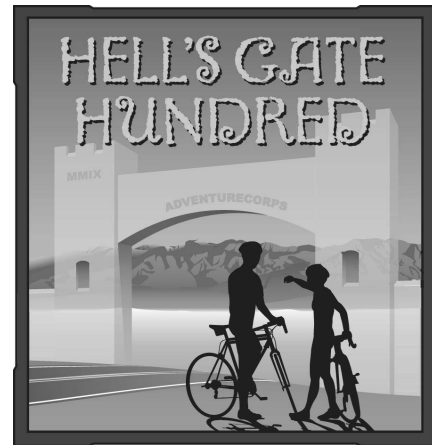
The 2012 Race Around Austria starts August 15th. For more information, visit their website at: www.racearoundaustria.at.

adventureCORPS Presents



Our cycling lifestyle camp features five days and 300 or more (or less) miles of epic, one-of-a-kind cycling, plus daily yoga classes, group dinners, and a hike, and then concludes with participation in our Hell's Gate Hundred cycling century. Limit 75 riders.

March 27-31, 2012



Hell's Gate Hundred includes locations and sights that are not visited in any other one-day cycling event in Death Valley, including Artist Drive, Daylight Pass, and the ghost town of Rhyolite. The 100-mile route features 8500 feet of elevation gain, while a 65-mile version is also offered.

March 31, 2012



Mount Laguna Bicycle Classic features 101 miles with nearly 11,000 feet of climbing and three different ascents of San Diego County's Mount Laguna. There are just three stop signs and NO traffic lights on this incredible route which starts and finishes just 50 miles east of San Diego in Pine Valley, CA.

April 21, 2012



The Fall edition of our Death Valley Century, Ultra Century, and Double Century is held annually in October, providing incredible, one-of-a-kind, 108-, 144- and 197-mile cycling routes to Scotty's Castle, Ubehebe Crater, and Hell's Gate. Limit 400 riders.

October 27, 2012

Check out www.adventurecorps.com for registration and information!

FULL CIRCLE

CHRIS KOSTMAN



Minutes before the start, the four racers in the 1982 Great American Bike Race eagerly awaited the biggest challenge of their lives. They didn't know what to expect. No one did. This was the first non-stop bicycle race across the United States and the four men would race 2,876 miles from the Santa Monica Pier to the Empire State Building in New York City. All four competitors would finish. ABC Wide World of Sports would tell this story to millions of viewers. "Ultra Cycling" became a new sport and the world as we know it was officially underway. Within a year, legions of cyclists were inspired to become "ultra cyclists" and new races were created to develop the sport, including the John Marino Open, the predecessor to Furnace Creek 508.

I began cycling in February of 1982, inspired by Sheldon Jackson, a schoolteacher colleague of my parents who had bicycle toured across America the previous summer. He had regaled us with his cycling stories shortly after my parents, brother, and I, had returned from a one-year sabbatical involving 25,000 miles of road tripping through 20-some countries in Europe and Egypt. Having skipped the eighth grade to learn about the world up close and personal, I dreamed of seeing more of the world under my own power. Only 14 and therefore without a driver's license,



Chris Kostman at Los Angeles City Hall, after riding there against the clock from San Francisco in 1984.



Left to Right: Chris Kostman (age 17), RAAM director Bob Hustwit, race official Mark Straley, and John Marino working at the 1984 John Marino Open, the predecessor to Furnace Creek 508. (It was a cold night in Anza, CA; we were huddled around a log fire in that trash can.)

my bicycle gave me the freedom to roam, and to head for any horizon which intrigued me. My first ride, the day after I bought my dream bike (a copy of Sheldon's), was 50 miles to Mt. Baldy and back from my hometown of Glendora, CA.

I also subscribed to *Bicycling Magazine* and began reading about these four god-men who would be bicycle racing across America that summer. One day the phone rang and another of my parents' colleagues, Wayne Hysen, wanted to know if I "had ever heard of Lon Haldeman." I had just read all about him and the other Great American Bike Race competitors – John Howard, Michael Shermer and John Marino – so I answered in the affirmative. Wayne said, "Well, I'm from Illinois, so when I heard about Lon attempting this race across America, I invited him and his support team to base out of our house before the race in June. Do you want to meet him?" I sure did!

Standing in the foyer of the Hysens' home that August, I looked up at this towering giant of a man with dark brown tree trunk legs, asked him for his autograph, and told him I was going to do that bicycle race across America some day, "maybe when I'm 25!" That seemed so far away, such an "old age." I was only 15, and Lon, though he seemed like such a grown man to me, was just 23.

Lon would win the race that summer and I was absolutely mesmerized by the TV coverage of the race. Lon would also win again, with the race rechristened "Race Across America," in 1983. I had been there at the starting line that year, and had followed along – by car – for the first hundred miles or so. I knew I would do that race some day; there was no doubt.

Cycling events were few and far between back then, and most of us enthusiasts entered any cycling event we could find, whether a criterium, a century, a road race, a bicycle rally, a time trial, or one of those rare and elusive events which so few had ridden, a "double century." I'd ridden my first double at age 16 that year, still riding in racquetball shoes as I had not yet painted my parents' house to pay for my first pair of Sidi bike shoes. Now, somehow, I had come up with the idea of riding from San Francisco to Los Angeles, non-stop, against the clock, to set a record and, more importantly, to become – like my idols – an ultra cyclist.

Columbus Day, 1983 I was in Santa Barbara to compete in a criterium. I saw John Marino across a parking lot, running a

Race Across America booth at the event's bike expo. I literally sprinted across the lot to meet this living legend. He had come in fourth out of four in the inaugural race, but nobody had suffered more. And what's more, it was his vision which had created the race in the first place, the natural progression for a man who had thrice ridden against the clock – but against no other competitors – to challenge the Guinness World Record for trans-America riding. Twice he had been successful. With those efforts under his belt, he had created a race to provide others with the same opportunity to do what I much later came to describe as “exploring the inner and outer universes.”

I told John that I wanted to become an ultra cyclist and to ride from SF to LA against the clock, setting a record. He seemed curious and wrote his home phone number on the back of his Race Across America business card, offering to advise me. Not an hour later, I met Michael Shermer, who was there to compete, and he said he'd help me, too. Now I had a mission: to drum up sponsors, solicit media coverage, organize my crew, and train like a real cyclist. John helped me prepare a press release and got me into the industry-only bike show to solicit support. Shermer introduced me to potential sponsors and put the good word in for me. Lon kept letting me hang out with his support team each summer before the race and even let me lead him on training rides in the Glendora area. (When my friends saw me out on the road with him, I became a superhero in their eyes!)

By early 1984, at age 16 and 17, I was lining up to race alongside Marino, Shermer, John Howard and others in 200km, 300km, and 400km “RAAM Building Races” known as brevets. Then that April 17-18, I rode the 472 miles from SF to LA in 31 hours, 13 minutes, setting the first ever record in the process. It was broken a week later, turning the fire inside me into a bonfire. A month later, Marino asked me to work on his race staff at the John Marino Open. I had a blast doing that, wanting to impress my mentors and idols, while watching a new crop of racers tackle the 715-mile race. Many of them, aware of my recent SF-LA record, asked me why I wasn't racing with them. I was astounded; I didn't think I was in their league. (And I surely never would have guessed that I would take over the leadership of the race just six years later.)

A year later, there I was, lining up at the start of the 1985 John Marino Open, just a few weeks before graduating from high school, and fresh off getting “my” SF-LA record back, with a time of 22 hours, 38 minutes over the 429-mile route. The top twelve at this “JMO” would qualify for the 1985 Race Across America. I managed to tie for 12th, moving from behind to ahead of much of the field by simply never giving up, something I had learned from watching the four founding fathers do so on television just three summers prior.

I was getting ready to go off to college at U.C. Berkeley, so racing across America was the furthest thing from my mind, but Marino invited me to join his Race Across America race staff. It would be my first road trip without my parents. I was just 18 and would have a front row seat to the dramatic, dark duel between Michael Secrest, the first new ultra superstar to challenge the founding four, and Jonathan Boyer, the first American to race in the Tour de France, a true pro cyclist trying his hand at this new type of bicycle racing.

It was an absolutely pivotal nine days on the road and laid the final bricks in the foundation upon which my life, purpose, and career



A few volunteers from the Riverside Bicycling Club at check point # 3 during the 1984 JMO. Photo by John Ceceri.

would be based. Within two years, I would also be a finisher of the Race Across America, the youngest so far at age 20. My college studies in archaeology would continue, but there was no doubt I would be an entrepreneur with a focus on human potential and that I would continue to compete as an ultra athlete for a lifetime.

In the spring of 2011, twenty-nine years after that original Great American Bike Race, I pitched Marino on the idea of the four founding fathers competing together as a four-man team in Furnace Creek 508, a race I have organized since he turned it over to me in 1990. Marino loved the idea and pitched it to Shermer. He figured he could just squeeze it into his schedule as the head of the Skeptics Society. Amazingly, Haldeman and Howard also both agreed. Lon would fly in for the race just hours after finishing leading one of his transcontinental PAC Tour events. Howard would make it happen between coaching engagements and setting more national or world records in one form of competitive cycling or another.

It was an absolute honor to share the roads with all 217 competitors in the 2011 edition of race, along with all the support crews, and the absolutely amazing race staff. None of us would have been there if it weren't for the vision, and pure sense of adventure, that Lon Haldeman, John Howard, Michael Shermer and John Marino all displayed during the summer of 1982. After inspiring me on my own ultra path – as a competitor, as an event promoter, and as a human being – I was absolutely ecstatic to have them compete in “The 508.” I was, and am, equally humbled, for I can think of no greater tip of the hat for my idols to offer than to enter this race which I love so much and which they begat. And as I said at the pre-race meeting, after introducing the founding fathers and dedicating the race to them: You never know who YOU are going to inspire with your own efforts “out there” on the fabled Furnace Creek 508 race course. May we all roll so well and for so long as the founding four have done, and still do.

Life has come full circle.

Chris Kostman is a life member of the UMCA and has been the director of the Furnace Creek 508 since 1990. After a hiatus of several years, the UMCA welcomes his events back to the UltraCycling Cup calendar. For more information, go to: www.adventurecorps.com. For more information on Team Great American Toad, turn the page



In October, 2011, twenty-nine years after they created the sport of ultra cycling by creating and then competing in the Great American Bike Race from Santa Monica to New York City, the founding fathers competed in Furnace Creek 508. Racing as four-man team "Great American Toad," and with an average age of 59.25, they placed 2nd overall in the four-rider division with a time of 30 hours, 10 minutes, and 3 seconds. Pictured (L-R): Lon Haldeman, Michael Shermer, 508 Race Director Chris Kostman, John Marino, and John Howard. It was an honor to host these legends of sport, along with the rest of the 217 competitors, in "The Toughest 48 Hours in Sport." We hope you will join us this year!

2012 Race Date: October 6-8

Applications Accepted: March 5-19

www.the508.com



2012 REGISTRATION



Race Starts
June 12

RACEACROSSAMERICA.ORG



Race Starts
June 13

RACEACROSSTHEWEST.ORG



REGISTER TODAY!

THE UMCA GETS DIRTY!

UMCA

ULTRACYCLING CUP

A BELATED REPORT ON THE THE INAUGURAL GREEN MOUNTAIN DOUBLE CENTURY

SAUNDERS WHITTLESEY

Southern Vermont, June 11, 2011

Turned out that my dumbest idea was one of my best.

In 2005, when the Deerfield Dirt-Road Randonnee (D2R2) became a formal event, it was little more than a joke of mine, just some goofy fun for the weekend after BMB. I never thought the fringe event would grow to 1000 riders in just six years, and the back of my mind wondered where the fringe actually was. So when John Ceceri asked if I would organize a UMCA event, I already had my next crazy idea up my sleeve – a double century on dirt roads!

Like D2R2, your choice of words for GMD depends on how much you enjoy challenging rides. Vermont terrain dictates 25,000 feet of climbing almost any way you slice it, and you scarcely need to touch pavement. Through the middle of course, you climb 6, 8, 10 miles at a time, and as much as you try to recover and eat on the descents, the bumps and turns at high speed demand full attention. By the time you rip down the long hairpin descent of Mt. Tabor, with nothing but 18 miles of woods behind you, a voice in the back of your head says, "Where AM I now, and what the heck is NEXT?!"

The back stretch passes along the New York line, up and down big rollers. The 15% grade feels bad, until you hit the 24% un-maintained slope of Swearing Hill (yes, that's its name). The 200K point has 5 miles of flat, but this marks the start of the really hard stuff. First, a ten-mile climb takes riders back into ski country. Then, after 18 miles of descending, the course goes up and down like a buzz saw, one or two miles at a time, always steep, until 8 miles to go.

As if the course itself were not enough, this year the mountain temperatures barely hit 50 degrees, and constant rain reduced the hard pack roads to goo. Then, just 8 miles into the ride, the patter of rain was interrupted by the loud crash of a 60-foot oak tree in the darkness just a hundred yards up the road; riders took several minutes to tangle their way through. As the day wore on, riders called in to headquarters with a sardonically comical list of mechanical failures. Andrew McCabe busted his new chain on the first 15% grade of the day. Stephen Bugbee DNF'd near the halfway point with a busted crankarm. John Capriotti crashed on the wicked hairpins of Putney Mountain, where the washboards were a foot deep, then busted a rear gear cable and continued as a two-speed, and finally DNF'd when his chain jammed in the crank so badly no pry bar would get it out. Aside



from flattening, Matt Roy had to replace his new brake pads at the halfway point. Riders who didn't use fenders had 6 mm of grit stuck to their seats in the shape of their butt cheeks. Riders were squinting and gritting their way so hard through the mess that they missed turns even with tire tracks pointing the way. One crew lost their rider for over two hours, eventually finding him recovering with hot food in a quaint, comfy general store.

In the end, three riders – Roy, John Bayley, and David Wilcox, all fixtures of the Boston riding scene – kept pushing after nightfall and finished in just under 19 hours. Jake Bridge took a couple shortcuts home for 180 miles. McCabe quit with hypothermia on the 18-mile descent. Russ Loomis and Chris Knight – a veteran along with a first-timer – took an overnight at mile 130, and Loomis finished the following day, for a grand total of four finishers.

GMD was very much an experiment this year but, in hindsight, a lot of the idiosyncratic rules will stay. For example, crews will be required. Many people questioned me in advance about this, saying it was just a double but, in the end, the number and severity of the mechanicals alone justified the crews. When I asked Roy's crew chief, Mo – a national cyclocross champion herself – her immediate response was "There is NO WAY anybody is going to let their spouse do this unsupported. It's too crazy." GMD will also require that each entrant complete a double century that spring. It's my way of affirming, "Yes, it's that hard."

I am also working on a two-day tour division with an overnight in the quaint town of Dorset. The flood damage from Hurricane Irene



GMD course profile. The hardest part is actually the last third, after the biggest climb.

has set plans in a holding pattern, but road reconstruction continues and I expect we will have a lot of fun and fatigue this June 16.

People have suggested that GMD needs the word "dirt" in its title – but it's not about all the rocks and mud. Rather, this ride just offers something different in the spirit of fun, challenge, and that word "ultra" in our organization's name. Leaving the pavement is only the beginning. Thus I conclude with the words of a Reebok character from years ago: "You come prepared, or you don't come at all. Blacktop says 'SEE YA!' "

OFFICIAL FINISHERS

1.	John Bayley	42	Watertown, MA	18H:51M
	Matt Roy	38	Arlington, MA	18H:51M
	David Wilcox	31	Jamaica Plain, MA	18H:51M
4.	Russ Loomis	58	Ashfield, MA	37H:43M


HONORABLE MENTION

- Jake Bridge 36 Lowell, MA
Finished with 179 miles via intentional shortcut
- Andrew McCabe 30 Boston, MA
DNF at mile 150 with hypothermia
- Chris Knight 40 Newark, DE
DNF at mile 128
- John Capriotti 39 Dillsburg, PA
DNF at mile 117 with snapped gear cable and jammed drivetrain
- Stephen Bugbee 56 Pittsfield, MA
DNF at mile 90 with broken crank arm



The next Green Mountain Double is scheduled for June 16, 2012. For more information, contact the race director, Saunders Whittlesey at: saundersw03@yahoo.com.

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2012 PREVIEW

A QUICK GUIDE TO EVERY UCC RACE!

UMCA

ULTRACYCLING CUP

SEBRING 12/24

February 18, 2012: | 12/24 H | 15/30 PTs | FL, USA
www.bikesebring.org

BIKE SEBRING 12/24 HOURS

DEATH VALLEY DOUBLE/ULTRA CENTURY

SPRING EDITION

March 3, 2012: | 150/200 MI | 10/15 PTs | CA, USA
www.adventurecorps.com



TARHEEL CYCLISTS DOUBLE CENTURY

March 3, 2012 | 200 MI | 15 PTS | NC, USA
www.carolinaultra.us

ULTRA BOB 626

SPRING EDITION

March 9, 2012: | 626 KM | 30 PTs | India
www.teamshift.co

NOTES: The route weaves through Nilgiris and Bandipur forest, takes you through plains, villages, and dusty towns before a challenging climb that takes your breath away, literally and figuratively. Bangalore Ooty highway is dotted with village and towns that remind one of sleepy hallows that never meander beyond the limits of comfort. Yet they offer a glimpse of rush and hustle of commerce, unlike the vision of sleepy towns, from time to time. Beyond these is a picturesque road that takes you into the beautiful Bandipur forest and then on to the hilly climbs of Ooty. There is no shortage of challenge or excitement on this ride, with time and support stations providing relief as needed.

TEXAS HILL COUNTRY 200 MI/600 KM

March 10, 2012: | 200 MI/ 600 KM | 15/30 PTs | TX, USA
www.raceacrossoregon.com/hillcountry

TEXAS CYCLING CHALLENGE 200/400

March 16, 2012: | 200/400 MI | 15/30 PTs | TX, USA
www.raamchallenge.com

SOLVANG DOUBLE CENTURY

March 24, 2012 | 200 MI | 15 PTs | CA, USA
www.planetultra.com



HEART OF THE SOUTH 200/500

March 30, 2012: | 200/500 MI | 15/60 PTs | AL, USA
www.heartofthesouth500.com

MIAMI 6/12

March 31, 2012: | 6/12 HR | 10/15 PTs | FL, USA
miami12hour.com

GRAN FONDO LAS VAGAS

April 7, 2012 | 100 MI | 10 PTs | NV, USA
www.planetultra.com



NEVADA CYCLING CHALLENGE 200/400

April 14, 2012: | 200/400 MI | 15/30 PTs | NV, USA
www.raamchallenge.com

BESSIES CREEK 6/12/24

April 14, 2012: | 6/12/24 H | 10/15/30 PTs | TX, USA
bessiescreek24.com

The second edition of the Bessies Creek 24 will be held April 14-15, 2012. Registration is available via Active.com or paper and snail mail.

The Bessies Creek 6/12/24-Hour races take place over a 21-mile loop on mostly flat rural roads with light traffic. The majority of the roads have wide shoulders, ideal for cycling. Races start and finish in front of the race headquarters hotel in Brookshire, TX, 40 minutes west of downtown Houston on Interstate 10. Bike types include: Single bikes, Tandems, Recumbent and HPV's. Awards will be given based on gender and age groups.

All races are non-drafting events. Team racing in the 12 and 24 hour races are welcome. Plenty of support crew and gear set-up space is available at the start location. It is easy to self-support this event.

Certificate awards will be given after the finish of each of the races. A breakfast meal will be provided at the conclusion of the 24 hour race on Sunday morning for all racers. Part of the Texas Ultra Challenge along with 24 Hours in the Canyon and The Texas Time Trials.

For more information, contact: Kenneth Jessett, Race Director at kennethjessett@sbcglobal.net.

MULHOLLAND DOUBLE CENTURY

April 14, 2012 | 200 MI | 15 PTs | CA, USA
www.planetultra.com



CALVIN'S CHALLENGE

May 5, 2012 | 12 H | 15 PTs | OH, USA
www.calvinschallenge.com

TOUR OF THE UNKNOWN COAST

May 5, 2012: | 200 MI | 15 PTs | CA, USA
www.tuccycle.org

RACE AROUND SLOVENIA

May 5, 2012 | 1138 KM | 75 PTs | Postojna, Slovenia
www.dos-extreme.si

TIME LIMITS: Recumbent & Female Solo: 16.5 KMH | Male Solo 50+ & Female 2-Person: 17 KMH | Male Solo & Mixed 2-Person: 17.5 KMH | Male 2-Person: 18 KMH. All divisions are NON-DRAFTING.

BICYCLE CATEGORIES: Recumbent, Male & Female Solo; Male Solo 50+; Male, Female & Mixed 2-person Teams.

CREW: Crews are mandatory and the crew chiefs are responsible for actions of the competitors and crew members. They are also responsible for actions of random persons, who cycle near the competitor and enable them to draft. The crew chiefs must be present at the technical inspection on the first day of the race, where they must register all the members of the support crew.

NOTES: Riders use an array of appliances, which they receive (and must return) from the organizer (GPS, video cameras, etc.), to track and rank riders.

For more information, contact Andrej Berginc (andrej.berginc@studioproteus.si) or Jure Pozar (jure.pozar@gmail.com).



DOS-RAS EXTREME

Dirka Okoli Slovenije / Race Around Slovenia

OREGON CYCLING CHALLENGE 200/400

May 11, 2012: | 200/400 MI | 15/30 PTs | OE, USA
www.raamchallenge.com



ULTRA MIDWEST
just RACING

ULTRAMIDWEST, LLC  **DAVENPORT, IA**

Ultra Midwest was incorporated in 2005 and produces two 200-mile races and one 6-12-24 hour event.

BALLTOWN CLASSIC DOUBLE CENTURY

May 19, 2012

DeWitt, IA to Balltown and back.

This is a fairly hilly and scenic course. Elevation gain is most often pegged at around 10,000 FT for the double century. The course record was set in 2003, before we incorporated, and has yet to be beat. \$50 bounty to the rider who can break it!

METAMORA 4X50

Metamora, IL

This race is very flat with only one climb of any significance. It is a 50 mile loop on agricultural roads in the heart of Illinois corn country. Riders do 4 laps to get the double century. Traditionally brutally hot and humid. But flat and fast!

ULTRA MIDWEST 6/12/24

The Weekend of Racing (It's WoR!)

Labor Day Weekend • Saturday September 1, 2012

Port Byron, IL • Riverdale Middle School

6, 12 and 24 hour races. Gently rolling hills in a low trafficked rural setting. All rides follow a 57 mile day loop, 20 mile mid-loop and 8 mile finishing loop. This one is part of the Heartland Triple Challenge along with the National 24 and Calvin's Challenge, and the last event in the Core States Championship.

Owned by Dave & Lori Parker

www.ultramidwest.com

dave@ultramidwest.com

BALLTOWN CLASSIC DOUBLE CENTURY

May 19, 2012: | 200 MI | 15 PTs | IA, USA
www.ultramidwest.net

For more information, see sidebar above.



ULTRA MIDWEST
just RACING

HEARTBREAK DOUBLE CENTURY

May 19, 2012: | 200 MI | 15 PTs | CA, USA
www.planetultra.com



LEWIS & CLARK 12/24

May 26, 2012: | 12/24 H | 15/30 PTs | WA, USA
www.lacultra.com | glenn@lacultra.com

START: Vancouver, WA

DRAFTING: Not Allowed | **CREW:** Optional

CATEGORIES: Solo, 2/4 Person Teams

12-HOUR NOTES: The year, the Lewis & Clark Ultra will celebrate its fifth year on May 26th, Memorial Day weekend. Come to beautiful Vancouver, Washington and see how far you can ride. This 12 hour time trial begins with a picturesque 144 mile long loop through the Columbia River Gorge and the Mt. St. Helens wilderness. Ride solo, or as a team. Crews are optional.

24-HOUR NOTES: The year, the Lewis & Clark Ultra will celebrate its fifth year on May 26th, Memorial Day weekend. Come to beautiful Vancouver, Washington and see how far you can ride. This 24 hour time trial begins with a picturesque 144 mile long loop through the Columbia River Gorge and the Mt. St. Helens wilderness, through beautiful farmlands and lush forests. Ride solo, or as a team, with or without a crew.



6/12/24 HOURS IN THE CANYON

June 2, 2012: | 6/12/24 HR | 10/15/30 PTs | TX, USA
www.24hoursinthecanyon.org
info@24hoursinthecanyon.org
See article in last issue at: www.ultracycling.com.

START: Palo Duro Canyon State Park, Canyon, TX
COURSE: 9 Mile Loop.

TIME LIMITS: 6/12/24 HR | **DRAFTING:** Allowed
CREW: Optional – no support vehicles allowed on course.
TEAMS: 2/4 Person in 12 & 24 HR Only.

CATEGORIES: Standard/Tandem/Recumbent/HPV

NOTES: The 24 Hours in the Canyon is held inside the 2nd largest canyon in the United States (Palo Duro Canyon). We offer 6, 12, and 24 hour categories, all with electronic chip timing. Our rolling 9 mile loop is perfect for those who wish to self-crew or bring a large crew to help you succeed. Overall winner will receive paid entry into Texas Time Trials RAAM Qualifier. Come experience some Texas hospitality! Part of the Texas Ultra Challenge along with Bessie's Creek and The Texas Time Trials.



EASTERN SIERRA DOUBLE CENTURY
June 2, 2012: | 200 MI | 15 PTs | CA, USA
www.planetultra.com



MELFAR 24-HOUR CHALLENGE
June 2, 2012: | 24 H | 30 PTs | Denmark
www.melfar24.dk

RACE ACROSS EUROPE
June 10, 2012 | 2,933 MI | 150 PTs | France
www.theraceacrosseurope.com

START: Calais, France

FINISH: Tarifa, Andalucia, Spain

TIME LIMIT: The RACE ends on June 28, 2012

DRAFTING: Not Allowed | **CREW:** Mandatory

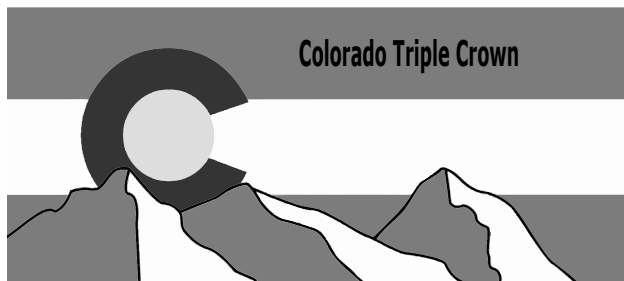
TEAMS: 2, 4, 6 or 8

CATEGORIES: Upright, Recumbent, Tandem

NOTES: The RACE (Race Across Europe) is the world's ultimate ultracycling event! The route is 2,933 miles long, starts in Calais (France) by the North Sea, crosses the stunning mountain chains of the Alps and Pyrenees, reaches Slovenia in central Europe and finishes in Tarifa, the southernmost point of mainland Europe with views across to Africa. The RACE can be ridden solo, pairs or teams of 4, 6 or 8. For more information, contact Laura Stone or Joe Mearns at Greenrock Ltd, +44 1329 232 582 | info@greenrock.co.uk.



Colorado Triple Crown



The Colorado Triple Crown, sponsored by the Rocky Mountain Cycling Club (RMCC), is a series of single day, double century road cycling events. They are the most challenging road cycling events in the state of Colorado!

These events include the Joe Lookingbill Denver-to-Aspen Classic, Colorado Death Ride, and the Grand Loop. Since the early 1990s, members of the RMCC have been riding the three individual events of the Colorado Triple Crown as preparation for Paris-Brest-Paris (PBP), Boston-Montreal-Boston (BMB), and other longer endurance cycling events.

In 2009, the RMCC formally organized these events into the Colorado Triple Crown. Completion of three of the Colorado Triple Crown stages in a single calendar year earns the cyclist the unique designation of a Colorado Triple Crown Finisher!

In 2012, the RMCC will be adding a fourth event to the Colorado Triple Crown series—the Cripple Creek Crippler—to give riders an additional opportunity to complete the series.



RACE ACROSS AMERICA

June 12, 2012 | 3000 MI | 150 PTs | USA
www.raceacrossamerica.org

RACE ACROSS THE WEST

June 13, 2012 | 860 MI | 75 PTs | CA, USA
www.raceacrossamerica.org

GREEN MOUNTAIN DOUBLE

June 16, 2012: | 205 MI | 15 PTs | VT, USA
www.ultracycling.com/sections/competitions/flyers/GMD2012.jpg
See Article on page 14.

START/FINISH: Greenfield, MA

TIME LIMIT: 40 HRs | **DRAFTING:** Allowed

CREWS: Loosely required | **TEAMS:** Not this year

CATEGORIES: All standard UMCA categories, but adapt your bikes for dirt roads and steep hills.

NOTES: Green Mountain Double Century is 80% dirt roads with 25,000 feet of climbing. Lovely scenery, mind-blowing traffic-free carriage roads, quaint towns and general stores, and one of the most mercilessly savage days you will ever attempt on a bicycle. Some riders make a two-day trip out of it. Crews are required, but they travel a different route and the degree to which the rider utilizes them is their choice. For more information, contact Sandy Whittlesey at: saundersw03@yahoo.com

JOE LOOKINGBILL DENVER ASPEN CLASSIC

June 16, 2012 | 186 MI | 15 PTs | CO, USA
www.rmccrides.com/challengeseriestriplecrown.html

For more information about the Colorado Triple Crown, see the sidebar on page 19.

START: Littleton, CO | **FINISH:** Woody Creek, CO

CLIMBING: 13,500'

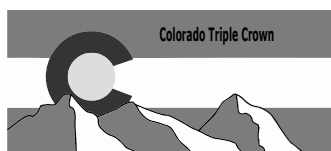
TIME LIMIT: 17 HRs | **DRAFTING:** Allowed

CREW: Encouraged/Not Required

RMCC will provide limited event support

NOTES: RMCC membership required (\$25), registration fee (\$30), registration limited to the first 50 pre-registered riders, some ultra-distance cycling experience encouraged, but not required.

An epic 180 mile day on the bike from the town of Littleton to Conifer, Bailey, Fairplay, Buena Vista, Twin Lakes, Aspen, and Woody Creek. It features some truly spectacular Colorado scenery, including amazing views of the Mt. Evans Wilderness, Kenosha Pass, the South Park Valley, the Collegiate Peaks, Twin Lakes, Independence Pass, the Frying Pan Wilderness, and the ritzy town of Aspen! For more information, contact Mark Lowe at: mvlowe5@comcast.net.



NATIONAL 24-HOUR CHALLENGE

June 16, 2012 | 24 H | 30 PTs | MI, USA
www.n24hc.org
START: Middleville, MI

COURSE: Loop 1: 122 MI | Loop 2: 24 MI

NIGHT LOOP: 7.5 MI

DRAFTING: Allowed

CREW: Encouraged/Not Required
No crew vehicles on rider course.

TEAMS: Not offered, but family, pair, group awards are available.

CATEGORIES: Upright & Recumbent, Solo & Tandem

NOTES: We are the largest 24-Hour event on the planet. Held every Father's Day weekend since 1983 – our 30th year! 3500 riders, from all over the US, Canada and many other countries, have posted miles in our event.

Middleville and Barry County are uniquely suited to our event, with low traffic counts, scenic lake country, and friendly people. Come help us celebrate 30 years of Ultra riding. For more information, contact us: 616.340.0702 or n24hc@charter.net.



TERRIBLE TWO DOUBLE CENTURY

June 16, 2012 | 200 MI | 15 PTs | CA, USA
www.srcc.com

RADMARATHON

June 29, 2012 | 715 KM | 60 PTs | Switzerland
www.radmarathon.ch

COLORADO DEATH RIDE

July 1, 2012 | 226 MI | 15 PTs | CO, USA
www.rmccrides.com/challengeseriestriplecrown.html

For more information about the Colorado Triple Crown, see the sidebar on page 19.

START/FINISH: Ridgway, CO

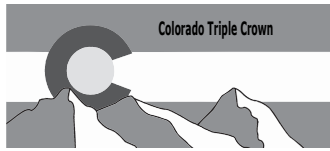
CLIMBING: 16,000'

TIME LIMIT: 19 HRs | **DRAFTING:** Allowed

CREW: Encouraged/Not Required
RMCC will provide limited event support

NOTES: RMCC membership required (\$25), registration fee (\$30), registration limited to the first 50 pre-registered riders, some ultra-distance cycling experience encouraged, but not required.

An epic ride across southwest Colorado's spectacular San Juan Skyway, including the mountain towns of Ridgway, Ouray, Silverton, Durango, Mancos, Dolores, Rico, Telluride, and Placerville. The Colorado Death Ride features jaw-dropping mountain scenery that is second-to-none! For more information, contact Mark Lowe at: mvlowe5@comcast.net.



RUSHMORE CYCLING CHAMPIONSHIPS

July 2, 2012 | 488 MI | 60 PTs | SD, USA
www.rushmorecycling.com

START: Hill City, SD

COURSE: 82-mile Loop

TIME LIMIT: 48 HRs | Drafting: Not Allowed

CREW: None. Unsupported.

TEAMS: 2/3/4/5/6 Persons. Rushmore: 2, 3, and 6 members. Teams of 4 and 5 will be placed in the 6 member division. Only one rider from each team is allowed on the course each lap. Only 2 person teams in Black Hills.

CATEGORIES: Solo, tandem, fixed, single, recumbent

NOTES: The rushmore ultra cycling championship is a 2 day event from July 2-4, 2012 featuring 3 events: Rushmore/6 Laps/48 HRs; Black Hills/2 Laps/15 HRs; 4 Faces/1 Lap/12 HRs. The 82-mile course lies in the Black Hills of South Dakota. This is a non-drafting, self supported event. Feel free to e-mail or call Jeffrey Bonk, race director with questions at: 605.201.3520 | ultrabodysports@gmail.com. See you in July for one of the most rewarding challenges you'll ever face.

BLACK HILLS ULTRA

July 2, 2012 | 164 MI | 10 PTs | SD, USA
www.rushmorecycling.com

Part of Rushmore UltraCycling Championships. See above for more information.



SARATOGA 12/24

JULY 7, 2012 SCHUYLerville, NY

- Saratoga Challenge 24-Hour Race
- Hudson River Ramble 12-Hour Race
- Nighthawk 12 Nighttime 12-Hour Race
- Triple Lap Challenge 96-Mile Race

COURSE: 32 Mile Loop

DRAFTING: Not Allowed

CREW: Optional

TEAMS: 2-8 person teams. Drafting allowed between teammates, but not other teams or solos. Exchanges permitted anywhere on the course.

BIKE CATEGORIES: Standard, Tandem, Antique, Fixed, Single, Recumbent, HPV, Hand Cycle.

NOTES: The Saratoga 12/24 is held on a deceptively difficult course, which consists of rolling hills, false flats and wind. Each lap has about 750' of climbing, with one significant hill: BACON HILL. It's 3/4-mile long with a steep 10-12% section, and riders will enjoy it both up and down! The uphill starts just before the 2 mile point of each lap, while the downhill is located at about the 29 mile mark. To get to the downhill though, riders will have to climb up from the Hudson River for about 3 miles starting at mile 25.

WWW.ADKULTRACYCLING.COM

ADIRONDACK ULTRACYCLING

UK 24-HOUR CHAMPIONSHIP

TBD | 24 HR | 30 PTs | United Kingdom

www.cyclingtimetrials.org.uk





Legendary UMCA member Lew Meyer racing at Fireweed.

FIREWEED 400

July 13, 2012 | 384 MI | 30 PTs | AK, USA
www.fireweed400.com

START/FINISH: Sheep Mountain Lodge, AK

TIME LIMIT: 33 HRs | **DRAFTING:** Not Allowed

CREW: Two crew and a vehicle required with sign, reflective triangle, and yellow warning light.

TEAMS: 2, 3, or 4. Male, Female and Mixed.

CATEGORIES: Solo and Teams. Teams can use bike, tandem, and/or HPV.

NOTES: Race across Alaskan wilderness in 24-hour daylight. See glaciers and water falls up close. 50, 100, and 200 mile races run the same weekend. We have a 2 DAY, 300 KM tour that follows the 200 mile route. RAAM Qualifier.

GREAT ALASKA DOUBLE CENTURY

July 13, 2012 | 200 MI | 15 PTs | AK, USA
www.fireweed400.com



RACE ACROSS OREGON

July 21, 2012 | 527 MI | 60 PTs | OR, USA
www.raceacrossoregon.com



COLORADO CYCLING CHALLENGE 200/400

July 27, 2012 | 200/400 MI | 15/30 PTs | CO, USA
www.raamchallenge.com

TIM KALISCH MEMORIAL GRAND LOOP

July 28, 2012 | 200 MI | 15 PTs | CO, USA

www.rmccrides.com/challengeseriestriplecrown.html

For more information about the Colorado Triple Crown, see the sidebar on page 19.

START/FINISH: Golden, CO

CLIMBING: 15,500'

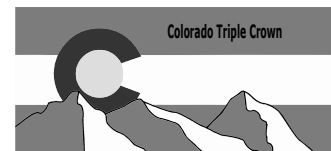
TIME LIMIT: 18 HRs | **DRAFTING:** Allowed

CREW: Encouraged/Not Required

RMCC will provide limited event support

NOTES: RMCC membership required (\$25), registration fee (\$30), registration limited to the first 50 pre-registered riders, some ultra-distance cycling experience encouraged, but not required.

The Tim Kalisch Memorial Grand Loop starts in Golden and passes through Boulder, Lyons, Estes Park, Granby, Winter Park, and Idaho Springs. The Grand Loop is indeed one of Colorado's most spectacular cycling loops, traversing Rocky Mountain National Park via Trail Ridge Road, the highest continuous highway in the United States, with more than eight miles lying above 11,000 feet and a maximum elevation of 12,183 feet. Be sure to bring your climbing legs and altitude lungs! For more information, contact Mark Lowe at: mvlowe5@comcast.net.



MONTREAL DOUBLE DOUBLE

August 3, 2012 | 400 MI | 30 PTs | NY, USA
www.adkultracycling.com

START/FINISH: Schuylerville, NY

COURSE: Schuylerville-Montreal-Schuylerville

TIME LIMIT: 20 HRs each riding day | **Drafting:** Yes

CREW: Optional. Ride is supported. | **TEAMS:** No

BIKE CATEGORIES: Standard, Tandem, Antique, Fixed, Single, Recumbent, HPV, Hand Cycle.

NOTES: A unique UCC event. Ride 200 miles each way to Montreal and back, with a full rest day in-between. Standings will be based on cumulative time of the two riding days. To be an official finisher, riders must complete both days of riding.

Ride is supported and entry fee includes overnight accommodations. Only World Cup Event to cross an international border.

ADIRONDACK ULTRACYCLING

CRIPPLE CREEK CRIPPLE

August 11, 2012 | 206 MI | 15 PTs | CO, USA

www.rmccrides.com/challengeseriestriplecrown.html

For more information about the Colorado Triple Crown, see the sidebar on page 19.

START/FINISH: Littleton, CO

CLIMBING: 17,000'

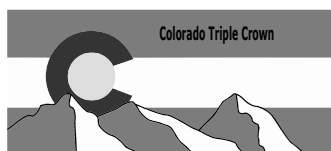
TIME LIMIT: 18 HRs | **DRAFTING:** Allowed

CREW: Encouraged/Not Required

RMCC will provide limited event support

NOTES: RMCC membership required (\$25), registration fee (\$30), registration limited to the first 50 pre-registered riders, some ultra-distance cycling experience encouraged, but not required.

Featuring relentless rollers and steep climbs, the Cripple Creek Crippler is anything but flat! Riders can expect a long, "crippling" day of climbing. From Ken Caryl, the route passes through the foothills communities of Conifer, Pine Junction, Deckers, and Woodland Park. Riders will then navigate the scenic (but steep) loop through to the rustic mining community of Cripple Creek (9,494') to the southwest of Colorado Springs, capturing spectacular views of Pikes Peak and the Pike National Forest along the way. Riders will then make the long journey home in the reverse direction. Better get out your granny gear! This one's gonna hurt! For more information, contact Mark Lowe at: mvlowe5@comcast.net.



METAMORA 4 X 50 DOUBLE CENTURY

August 11, 2012 | 200 MI | 15 PTs | IL, USA

www.ultramidwest.net

For more information, see sidebar on page 17.



NIGHTMARE TOUR DOUBLE CENTURY

August 12, 2012 | 200 MI | 15 PTs | PA, USA

www.dreamrideprojects.org

UK 12-HOUR CHAMPIONSHIP

TBD | 12 HR | 15 PTs | United Kingdom

www.cyclingtimetrials.org.uk

RACE AROUND AUSTRIA

August 15, 2012 | 2,200 KM | 120 PTs | Austria

www.racearroundaustria.at

See Article on page 8.



TORTOUR

NON-STOP CYCLING AROUND SWITZERLAND

August 16, 2012 | 1,030 KM | 60 PTs | Switzerland

www.tortour.ch

PROLOGUE: August 16, 2012 | Race: August 17, 2012

START/FINISH: Schaffhausen, Switzerland

CLIMBING: 14,700 M/48,200 FT | Time limit: 48 HRs

DRAFTING: 2 Divisions: Allowed/Not Allowed

CREW: Required

TEAMS:

2: M/F/Mix | 4: M/F/Mix (2 M/2F) | 6-person open

CATEGORIES: Road, mountain, handcycles (no tandem-, no recumbent-, no age categories)

NOTES: A very challenging race through the Swiss Alps. Watch videos at: www.tortour.ch/d_video.php. For more information, send us an e-mail (info@tortour.ch) or contact:

Günter Wagner, President OC: gwagner@tortour.ch

H.P. Narr, Race Director: hpnarr@tortour.ch

Matthias Knill, Communications: mknill@tortour.ch

Philippe Amarante, Sponsoring:

philippe.amarante@tortour.ch

Christian Fluri, Technics: christian.fluri@tortour.ch

Marianne Johann, Administration:

marianne.johann@tortour.ch

MINNESOTA CYCLING CHALLENGE 200/400

August 17, 2012 | 200/400 MI | 15/30 PTs | MN, USA

www.raamchallenge.com

HOODOO 500

August 24, 2012 | 518 MI | 60 PTs | UT, USA
www.planetultra.com | embassy@planetultra.com

START/FINISH: St. George, UT

TIME LIMIT: 48 HRs | **DRAFTING:** Not allowed for solos; OK amongst teammates but not between teams.

CREW: Optional for Voyager division; mandatory for solos and 2-person teams. 4-person teams may crew for themselves.

TEAMS: 2 person/tandem, 4 person/tandem, single tandem

CATEGORIES: Ride any bike, but we don't differentiate when it comes to awards.



LE MANS 24

August 24, 2012 | 24 HR | 40 PTs | France
www.24heuresvelo.fr

ULTRA MIDWEST 24

September 1, 2012 | 24 HR | 30 PTs | IL, USA
www.ultramidwest.net

For more information, see sidebar on page 17.

SUN UP TO SUN DOWN 12

September 1, 2012 | 12 HR | 15 PTs | IL, USA
www.ultramidwest.net

For more information, see sidebar on page 17.

BUFFALO BILL STAMPEDE 6

September 1, 2012 | 6 HR | 10 PTs | IL, USA
www.ultramidwest.net

For more information, see sidebar on page 17.



NORCAL CYCLING CHALLENGE 200/400

September 7, 2012 | 200/400 MI | 15/30 PTs | CA, USA
www.raamchallenge.com

RING OF FIRE 12/24

September 8, 2012 | 12/24 HR | 15/30 PTs | OR, USA
www.raceacrossoregon.com

RING OF FIRE TT



RACE AROUND IRELAND

September 9, 2012 | 2,100 KM | 120 PTs | Ireland
www.racearoundireland.com

See article in last issue at: www.ultracycling.com.



WHITE MOUNTAIN DOUBLE CENTURY

September 15, 2012 | 200 MI | 15 PTs | CA, USA
www.ndzone.com

OHIO CYCLING CHALLENGE 200/400

September 28, 2012 | 200/400 MI | 15/30 PTs | OH, USA
www.raamchallenge.com

FURNACE CREEK 508

October 6, 2012 | 508 MI | 60 PTs | CA, USA
Since 1983 | See article on page 10.
www.adventurecorps.com



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- ▶ TRIATHLON

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ADIRONDACK 540 RAAM QUALIFIER

SEPTEMBER 14, 2012 📍 WILMINGTON, NY

- 📍 Adirondack 540 RAAM Qualifier
- 📍 Golden Gallop 408
- 📍 Silver Sojourn 272
- 📍 Bronze Blast 136

COURSE: 136 Mile Loop

TIME LIMITS

- Adirondack 540: 51H:49M
- Golden Gallop 408: 51H:49M
- Silver Sojourn 272: 51H:49M/29H:00
- Bronze Blast 136: 51H:49M/29H:00

DRAFTING: Not Allowed

CREW: Optional

TEAMS: 2-8 person teams for all events. Drafting allowed between teammates, but not other teams or solos. Exchanges permitted anywhere on the course.

BIKE CATEGORIES: Standard, Tandem, Antique, Fixed, Single, Recumbent, HPV, Hand Cycle.

NOTES: The Adirondack 540 is an entire weekend of ultra cycling fun, that will test every level of rider. It's held on a beautiful and challenging 136 mile course that travels along Lake Champlain and through the High Peaks region of the Adirondack Park. Rolling hills, long climbs, thrilling descents and breath taking views are a staple of this course.

Wilmington is located just 12 miles north of Lake Placid, at the base of Whiteface Mountain. Lake Placid hosted the 1930 and 1980 Winter Olympics and Whiteface was the mountain used for the alpine skiing events. The route also passes the Ski Jump facilities, which are an impressive site.

Riders may also choose a Friday or Saturday start (or both!) for the Silver Sojourn and Bronze Blast.



WWW.ADKULTRACYCLING.COM

ADIRONDACK ULTRACYCLING

The Texas Time Trials



Thursday, September 27, 2012

Glen Rose City Park • Glen Rose, TX

- ✚ Tejas 500 RAAM Qualifier
- ✚ Iron Butt 24-Hour Time Trial
- ✚ Tin Butt 12-Hour Time Trial
- ✚ Texas 6-Hour Shoot-Out
- ✚ Texas 26.5 Mile Sprint

DRAFTING: Not Allowed

CREW: Optional and only at the start/finish. (Crew vehicles not allowed on the course)

TEAMS:

- TEJAS 500:** 4, 3 or 2 person teams.
- IRON BUTT 24:** 4, 3 or 2 person teams.
- TIN BUTT 12:** 3 or 2 person teams.
- TEXAS 6-HOUR SHOOT OUT:** 2-person teams only.

BIKE CATEGORIES: Upright, recumbent or tandem with a combination of any for team entries.

NOTES: The Texas Time Trial's 10th Anniversary includes five events on the same loop around the Glen Rose area. Near the start/finish, racers and crew can choose to stay in hotels, camp at the park, eat fast-food, or enjoy fine dining. Couple that with primarily low-traffic roads, beautiful rolling hills and gorgeous scenery has racers returning year after year. TTTT will be part of The 2012 Texas Ultra Cup Challenge. For more information, visit the website or contact race director Dan Driscoll: www.tt24tt.com | Dansmark@flash.net | 817-925-0158.



SOLVANG AUTUMN DOUBLE CENTURY
October 13, 2012 | 200 MI | 15 PTs | CA, USA
www.planetultra.com



SoCAL CYCLING CHALLENGE 200/400
October 26, 2012 | 200/400 MI | 15/30 PTs | CA, USA
www.raamchallenge.com

DEATH VALLEY DOUBLE/ULTRA CENTURY
FALL EDITION
October 27, 2012 | 200/150 MI | 15/10 PTs | CA, USA
www.adventurecorps.com



6/12/24-HOUR WORLD CHAMPIONSHIP
November 2, 2012 | 6/12/24 HR | 10/15/30 PTs | CA, USA
www.souleventsusa.com

ULTRA BOB 626
FALL EDITION
November 2, 2012: | 626 KM | 30 PTs | India
www.teamshift.co

The route weaves through Nilgiris and Bandipur forest, takes you through plains, villages, and dusty towns before a challenging climb that takes your breath away, literally and figuratively. Bangalore Ooty highway is dotted with villages and towns that remind one of sleepy hallows that never meander beyond the limits of comfort. Yet they offer a glimpse of rush and hustle of commerce, unlike the vision of sleepy towns, from time to time. Beyond these is a picturesque road that takes you into the beautiful Bandipur forest and then on to the hilly climbs of Ooty. There is no shortage of challenge or excitement on this ride, with time and support stations providing relief as needed.

TRI STATES GRAN FONDO
November 3, 2012 | 112 MI | 10 PTs | NV, USA
www.planetultra.com



FLORIDA CYCLING CHALLENGE 200/400
November 9, 2012 | 200/400 MI | 15/30 PTs | FL, USA
www.raamchallenge.com

8 LAPS OF LAKE TAUPO
November 24, 2012 | 1,280 KM | 75 PTs | New Zealand
www.cyclechallenge.com

ULTRACYCLING CUP

The UltraCycling Cup and World Cup of UltraCycling races determine the best Ultracyclists in the world.

The competition has four categories:

ULTRACYCLING CUP: Racers earn points based on placing against other UMCA members in any event listed on the UltraCycling Cup calendar.

WORLD CUP OF ULTRACYCLING: Racers earn points based on placing against other UMCA members in selected international events.

24-HOUR CHALLENGE: Racers accumulate mileage in any 24-hour race on the UltraCycling Cup calendar, with the combined total mileage of their top three events to determine placing.

12-HOUR CHALLENGE: Racers accumulate mileage in any 12-hour race on the UltraCycling Cup calendar, with the combined total mileage of their top three events to determine placing.

UMCA members are automatically enrolled in the UltraCycling Cup and race directors and UMCA officials will automatically compile the standings. However, you might want to check the website anyway to make sure you get proper credit. Updates and corrections will be made to the standings approximately every two weeks.

There are several age/gender/bike based divisions to compete in, and both solos and teams are welcome.

For more information, and to download the complete rules, visit the UMCA website at: www.ultracycling.com.

*Dan Driscoll, recipient of the
UltraCyclist of Distinction
award and race director of
The Texas Time Trials.*

YOU HAVE EARNED THE ULTRACYCLIST OF DISTINCTION AWARD - WHAT NOW? ■ UMCA HALL OF FAME

ULTRA AWARDS



YOU HAVE EARNED THE ULTRACYCLIST OF DISTINCTION AWARD – WHAT NOW?



HUGH GAPAY

I did my first ultra race on a dare in 1989. I had no idea what I had gotten into and with no plan for nutrition or hydration and really no spare parts besides some spare tubes and a floor pump, I successfully completed a 300-mile race in about 17 hours. I had caught the bug and in 1990, still with no real plan for nutrition or hydration and a few more spare parts, I was able to win the same race I had attempted just one year prior. 1990 was the year that I married my wife and our lives together from 1990 on did not really allow for ultra racing. Together my wife and I bicycle toured all over the Northwest and Montana. Racing was not even a consideration at the time, but these trips satisfied my appetite for long distance cycling.

Fast forward to February 1999. I had suffered an injury to my left hand that ended my eleven-year career as a Bering Sea crab fisherman. In the dead of winter, I was back home in Montana. Many of my friends and shipmates had been injured over the years and a lot of these guys ended up much worse off because of their injuries. I promised myself this was not going to happen to me. I decided to get back on my bike. When I first started, it was all I could do to ride for as long as fifteen or twenty minutes, but I knew I needed a goal to progress. I looked into preparing for the Cannonball 300, the race I had done almost a decade ago but then found the S2S, and that's the race I put on the calendar. This was my incentive to train and recover. It worked. Later that summer with the help of most of my family I successfully completed the course from Seattle to Spokane on Highway 2.

I continued to ride, but was in the process of retraining for a new career and, as it often does, life just got in the way of training and racing. It would be another six years before my life would allow training and racing to be a priority. In the fall of 2004, I completed my training as a Physician Assistant and after passing my board certification and securing a job, my focus once again turned to long distance racing. I would start by racing the S2S again in the summer of 2005. My wife was as usual more than eager to crew for me, and so was a new friend, Mike Olson, who runs a local bike shop. Mike had never crewed a long distance race but was more than interested, so he came on board and has been vital to all my ultra racing since that successful ride from Seattle to Spokane.

When we returned to Oregon, Mike introduced me to the Race Across Oregon, a RAAM qualifier. I had always dreamed of a cross-country ride and knew about the Race Across America. Little did I know I was about to become much more familiar with many of the intricacies of ultra cycling. Early in the fall of 2005, Mike informed me of a showing of the latest video of Race Across Oregon at a local community college and I agreed to meet him there for the showing. Being at this event was super inspiring for me and it was here I got my first exposure to George Thomas and Terri Gooch. After this video event and not too much thought, I committed to attempt the Race Across

Oregon. I spent the next six months training and trying to learn as much as I could about ultra cycling. This included a training camp hosted by George and Terri where we previewed the Race Across Oregon course over three days.

In the summer of 2006, I successfully completed the Race Across Oregon. I was 4th overall and was crowned rookie of the year. This was huge for me. Later that fall, I did my first 24-hour race and did well there. I was now officially hooked. I am a very goal oriented person, so in 2007 I decided to participate in the UMCA's UltraCycling Cup and also saw that the UMCA was offering a new award, the UltraCyclist of Distinction award. I set my sights on qualifying for this award and by the end of 2009 I had met all the criteria to be recognized as an Ultra cyclist of Distinction. I am proud to say that I am now one of the first recipients of this award. The UMCA tells us this is the highest honor an ultra racer can achieve.

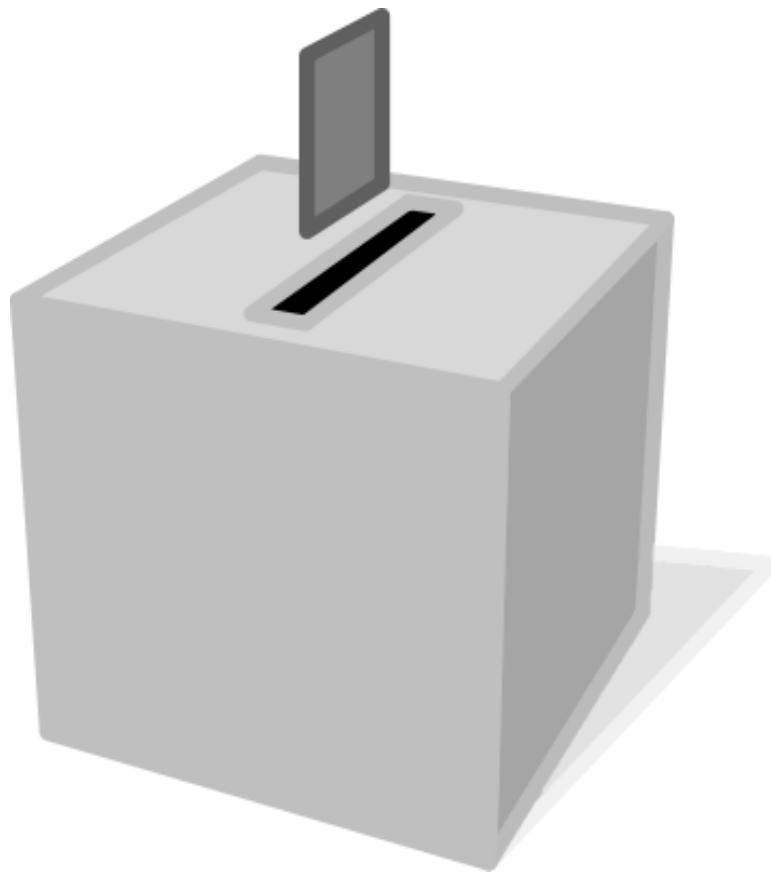
It is an honor to be recognized as an UltraCyclist of Distinction. This award represents not only my efforts of hard work and commitment, but also the support, hard work and commitment of my family and friends. As anyone who ultra races knows, you do not do this by yourself. I have relied on, and will continue to rely on this support as I train and race. I will never compete in RAAM and I am content with that fact. I am not the fastest or even the best racer around. I believe I have been successful because I have allowed others to be part of my ultra racing. I feel that I have been able to keep ultra racing in perspective. It is a fun hobby that has allowed me to grow as a person and a racer. Through my racing, I have been introduced to an amazing network of racers, crew and promoters. I have had unbelievable results and have formed some very deep bonds with people that I have raced and train with.

So – What now? I am as excited about cycling as I have ever been. Cycling for me is a healthy distraction from the work a day world and I feel that my best racing is yet to come. In 2012, I plan to return to the Lewis and Clark Ultra at the end of May. At the beginning of July, I will make my second attempt at the Cascade Cream Puff – a 100 mile mountain bike race with 16,000 feet of climbing – and descending on my single speed 29er. In September, I will return to the Ring of Fire 24 hour, my favorite race of the year. In between, I will continue to entertain the thought that I can sprint race by racing the short track mountain bike series in the summer for seven weeks, and, of course, in the fall of 2012, we will be racing cyclocross for three months or so. Get on your bike and ride!

Hugh Gapay was awarded the UltraCyclist of Distinction award, last year along with Dan Driscoll and Russ Loomis in 2009. For more information on the UltraCyclist of Distinction award, visit the UMCA website at: www.ultracycling.com/old/standings/uc_distinction.html.

ULTRACYCLING

SPECIAL ELECTION PULL-OUT SUPPLEMENT



VOTE FOR YOUR DIRECTORS!

UMCA ELECTION PROCESS FOR BOARD ELECTION 2012

Elections for positions on the UMCA Board of Directors will begin soon. There will be eight (8) vacancies. Those who are term limited deserve our thanks for their service to UMCA through very challenging times.

Current Board members are:

- Russ Loomis, President (Term Limited)
- John Jurczynski, Vice-President (Term Limited)
- Nancy Guth, Secretary (Term Limited)
- Drew Clark (Term expires; running for re-election)
- Nick Gerlich (Term Limited)
- Chris Hopkinson (Term Limited)
- Doug Hoffman (Appointed to fill vacancy; continues on board; also acting Executive Director)
- Mark Newsome (Appointed to fill vacancy; running for full term)

We have four candidates running for eight vacancies. Even though the election will be pro forma, we greatly desire your feedback. Voting will be entirely by mail, using the address on the ballot. Ballots must be postmarked by March 1, 2012. Ballots are located on page E-4. Please refer to the ballot for complete voting instructions.

In addition to the election, we are asking members for recommendations to fill the remaining four Board of Directors vacancies and various other committee/volunteer positions. If you are interested or would like to recommend someone, fill out the appropriate section and they will be contacted shortly.

CANDIDATE STATEMENTS

Each prospective nominee must sign the UMCA Board's Code of Conduct, which will be made available to all nominees.

The UMCA encourages 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 their statement. Candidate's statements are presented here as submitted, unaltered and unedited.

DREW CLARK

Drew Clark, 65, Erie CO USA

Board experience:

- Elected to Colorado State Legislature in 1992, served on Transportation and Education Committees
- Served on Board of Elders of Rocky Mountain Christian Church for 10 years (1992-2001), twice selected as Chairman of Board
- Just finished a six-year term on Colorado Supreme Court Nominating Commission
- Served as Bylaws Chairman for political organization for many years
- Served on an HOA Board for several years
- Currently serving on UMCA Board

UMCA experience:

- Joined UMCA in 2006
- Set several UMCA records (some since broken):
- Illinois W-E (60+) solo
- Indiana W-E (60+) solo
- Indiana W-E, E-W, and W-E-W with Team Hoosier
- Colorado W-E with Team Hoosier
- RAAM record with Team Hoosier (60+) 2007; 7 days 2 hours
- RAAM record with Team Hoosier (60+) 2010; 6 days 16 hours
- Crewed for RAAM solo rider Dick Rupp 2008
- Currently serving as UMCA Records Chairman

Reason for running for UMCA Board:

While UMCA is not likely to be a mass-market sport, I believe that there is growing interest in ultra events and would like to see all the UMCA programs thrive, including Year-Rounder, Ultracycling Cup, Records program (cross-state, cross-country, point-to-point, track and road course, etc.), as well as just plain long-distance riding.

WENDELL HYINK

I have been a member of the UMCA since 2007, when my son and I, in preparation for a bicycle trip across America, raced in Calvin's Challenge. I was hooked on what the UMCA had to offer ultracyclists ever since. I have competed in every Ultracup series of races since, with three state crossing records.

In the past year or two, I have become conversant enough in HTML to begin editing rider narratives for our web site. In 2009, instead of racing, I had a blast riding around one of our races on my mountain bike, snapping endless pictures and videos of the racers, and running errands for the race directors.

If there is a spark of interest on the part of a cyclist in ultracycling, the UMCA should be fanning it into a flame. We should provide fuel to pique the interest in what we do. We will never be the NBA, but it is exciting to be a part of our small community of exceptional athletes. I hope to be able to join in the work of the UMCA: promoting our sport and creating a hunger for other cyclists to become "ultra!"

MARK NEWSOME

As your volunteer webmaster, I have tried to make the website work better for you and make life easier for our tireless volunteers. For example, you no longer have to submit your Ultracup rides (we collect the data), the online records and ride reports have been cleaned up and are updated regularly, the year-rounder ride submission process is now automated (no more manual data entry), and the standings have been improved. (More to come!)

With your help, I would like to extend my service as a member of the board. In particular I want to participate in the decision-making process and ensure that the organization continues to improve our service to you (that the magazine is published regularly, awards go out on time, etc.) I have been an active member of the UMCA since 1993 and have an idea of what services we should provide. (Currently I am a member of the board by appointment.)

I have a history of volunteer service to the cycling community that I believe will help me serve on this board. I have been on the board of the (non-profit) Mid-Valley Bicycle Club, spending two years as treasurer and 10 years as webmaster. I have served as a race official for RAO and OBRA races, a judge for a UMCA record, and crewed for other UMCA members. As a racer, I am a veteran of RAO, the 508 (I'm the "Nutria"), and team RAAM. Locally, I race masters level time trials as a member of Capitol Velo.

STEWART WILSON

I have been a member of the UMCA since completing RAAM 2005 as part of a four man team. In completing this life changing event that embedded within me a passion for endurance cycling I have since become UK National 24 hour age group champion in 2010 and UMCA Age Group European Champion 2009/10.

During this period I have seen many changes within the UMCA both good and on some occasions not so good and have often questioned the morals of the UMCA. However since the appointment of a new board and a fresh impetus in transition to a forward thinking and athlete centred organisation I now believe it's the appropriate time to contribute to the new challenges ahead.

Throughout my sporting career either as a National Swimmer, Triathlete or Endurance Cyclist I have firmly believed that that you cannot just take from any sport and giving back your enthusiasm, knowledge or experience through volunteer work is imperative. This is something I have actively taken part in through coaching the youth in all sports throughout my sporting years.

I have also applied this professional approach within with working career as Head of Corporate Governance within the UK National Health Service where accountability, transparency and assurance are at the heart of all activities. After all good governance ensures, on behalf of the owner(s), that an organisation does what it should and avoids what is unacceptable.

My interpersonal skills of being able to motivate and enthuse those around me have helped me deliver both at a local organisational level and internationally and I continually look for ongoing improvements to implement proposals for change to assist progress and maximise efficiency within any organisation or sporting environment.

With the continued role of Chris Hopkinson as European Representative I am sure that this shared passion in the values and commitment shown by the new board can be carried through the European arm of the UMCA and deliver a consistent strategic approach to all aspects of business.

UMCA BOARD OF DIRECTORS BALLOT

BALLOTS MUST BE POSTMARKED BY MARCH 1ST, 2012.

You must be a UMCA member in good standing, with a signed membership form/waiver at the UMCA office to be eligible to vote. This section must be fully completed and signed, for your vote to count. Photocopies of the ballot will be accepted, but each member is allowed one ballot.

Member's Printed Name: _____

Address: _____

City: _____ St./Prov: _____ Postal Code: _____

Country: _____ Date of Birth: _____

Member's Signature: _____

CANDIDATES — VOTE FOR UP TO FOUR:

DREW CLARK WENDELL HYINK MARK NEWSOME STEWART WILSON

SUBMISSION OF BALLOTS

To maintain anonymity, detach all three sections and place this section in a sealed envelope marked "BALLOT." Place that envelope in a second envelope with the upper and lower sections, and mail to:

UMCA Elections
c/o Doug Hoffman, UMCA Executive Director
1 Overlook Drive, Woodstock, NY 12498

If you wish your recommendations to also remain anonymous, include them in the envelope with this section. On counting, the "BALLOT" envelopes will be extracted by one trusted party and shuffled by another trusted party, before opening and counting to reinforce privacy. Photocopies of the ballot will be accepted, but each member is allowed one ballot.

RECOMMENDATIONS — LIST YOUR RECOMMENDATION(S) FOR THE FOLLOWING AVAILABLE POSITIONS AND SEND THEM IN WITH YOUR BALLOT:

BOARD OF DIRECTORS (LIST UP TO FOUR): _____

FINANCE COMMITTEE: _____

PROGRAMS COMMITTEE: _____

OTHER POSITIONS: _____

ULTRACYCLING HALL OF FAME



CALL FOR NOMINATIONS FOR HALL OF FAME

The Ultracycling Hall of Fame honors cyclists whose careers best exemplify the spirit of the sport. The members of the Hall of Fame demonstrate each of the following:

1. Athletic excellence including high finishes in RAAM and/or RAAM qualifiers and/or the Ultracycling Cup/World Cup and/or Mileage Challenge and/or Records; and,
2. Service to the sport as UMCA volunteer and/or an event organizer and/or official and/or crew member and/or coach at multiple events; and,
3. Leadership and consideration for, and helpfulness to other riders.

Each year, UMCA members suggest possible candidates for the Hall of Fame to the Board of Directors. The Board will review the prospective candidates and determine a list of nominees. The members of the UMCA will then elect two individuals to the Hall of Fame.

Members of the UMCA are invited to propose candidates, based on above criteria.

Propose your candidate by April 1, 2012. Self-nominations are also welcome. Each prospective candidate will be invited to submit a statement (up to 350 words) describing how s/he meets these criteria. (Prospective candidates are not required to submit a statement.) Board member Drew Clark will coordinate

applications. You may send your recommendations/applications (no specific format required) to Drew Clark at drewclark1@comcast.net

The nominees and their qualifications will be published in *UltraCycling* and on the website.

Current members of the Hall of Fame include:

Steve Born	Bob Breedlove
Lon Haldeman	Seana Hogan
Dave Holmes	John Howard
John Hughes	Rob Kish
John Marino	Elaine Mariolle
Lee Mitchell	Susan Notorangelo
Jim Penseyres	Pete Penseyres
Larry Schwartz	Michael Shermer

Bob Breedlove, Dave Holmes and Larry Schwartz were elected posthumously by the Board of Directors of the UltraMarathon Cycling Association, Inc.

For more information about the UltraCycling Hall of Fame, go to: www.ultracycling.com/old/about/hof.html.

UMCA AWARDS

YEAR ROUNDER

Who's Who: Top five riders in each division.

Platinum: 5,000 miles in Combined Division.

Gold: 3,000 miles in Combined Division.

Larry Schwartz: Complete 12 Year Rounder rides in at least 10 different months.

ULTRACYCLING CUP

Top racer/team in each age/gender category in each division will receive an award from the UMCA.

Racers/teams that earn at least 50 points in the UltraCycling Cup or World Cup of UltraCycling divisions, 600 miles in the 24-hour division or 300 miles in the 12-hour division, will receive a certificate.

ULTRACYCLIST OF THE YEAR

Honors a UMCA member who demonstrates:

1. Athletic excellence in RAAM and/or RAAM qualifiers and/or ultra programs such as the UltraCycling Cup and/or Year Rounder, and/or Records.

2. Volunteer support of the sport as a UMCA officer or official, event organizer, event official and/or crew member at multiple events.
3. Leadership and consideration for, and helpfulness to other riders.

ULTRACYCLIST OF DISTINCTION

A cyclist must demonstrate outstanding performance in three out of four consecutive years. Further, a rider must achieve distinction in at least two UMCA programs over the course of the four years. (A rider need not achieve distinction in two programs every year.)

The programs are:

Year Rounder
UltraCycling Cup
Ultra Records
RAAM Qualifying
RAAM

For more information, visit the UMCA website at: www.ultracycling.com

ADIRONDACK ULTRA CYCLING

ULTRA RIDES & RACES IN THE ADIRONDACK AND SARATOGA REGIONS OF UPSTATE NY

SARATOGA 12/24

SARATOGA CHALLENGE 24-HOUR RACE
HUDSON RIVER RAMBLE 12-HOUR RACE
NIGHTHAWK NIGHTTIME 12-HOUR RACE
TRIPLE LAP CHALLENGE 96-MILE RACE
ONE LAP 32-MILE FUN RIDE
MIDNIGHT MADNESS 32-MILE FUN RIDE

JULY 7-8, 2012

ADK 540

544-MILE RAAM QUALIFIER
408-MILE GOLDEN GALLOP
272-MILE SILVER SOJOURN
136-MILE BRONZE BLAST
SEPTEMBER 14-16, 2012

MONTREAL *DOUBLE DOUBLE*

NOW A WORLD CUP OF ULTRACYCLING EVENT! | TWO DOUBLE CENTURIES AND A REST DAY!

RIDE TO THE SECOND LARGEST FRENCH SPEAKING CITY IN THE WORLD! | AUGUST 3-5, 2012

**ADIRONDACK
ULTRA
CHALLENGE**
A YEAR-ROUND
CENTURY SERIES

*Saratoga
Brevet
Series*
A Spring Series

ADK 540
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TRAINING ■ FITNESS ■ EQUIPMENT

TOP 10 WINTER TRAINING ATTIRE ■ UMCA INDOOR CHALLENGE ■ SEROTTA FIT EXPERIENCE PART IV: THE WRAP-UP ■ A GIRL, HER BIKE, THE HILL, AND A DREAM



Jessica Eckhardt during her Serotta fit session. Photo by John Ceceri.

TOP 10 WINTER TRAINING ATTIRE

SAUNDERS WHITTLESEY

As the days get longer and the new racing season approaches, inevitably we find ourselves out in the cold and damp. For what they are worth, here are my personal tips for winter training attire:

1. **LAYERS.** This is so well-known, it's hardly worth mentioning, but it's so important that no list is complete without it. And many people misunderstand the reasoning. You're not just bundling up in layers to stay warm; rather, you're using the layers to stay cool, too. If you get hot and sweaty, you will chill badly on the next long descent or rest break. Therefore, wear a fairly snug wicking layer against the skin and a windproof outer layer. The outermost layer or two should be full-zip to regulate body heat when climbing and descending. Take a layer off if you get too hot.

2. **SKIP THE FACIAL HYGIENE THAT MORNING.** When sea birds are rescued from an oil spill, they are not returned to the wild for two to three weeks because they would die. Why? Because the detergent that removes the crude oil also removes the natural oil from the birds' feathers, which is their key to repelling water and keeping heat in. Similarly, if you wash your face before riding, or swab your ears too deeply, you remove your body's first line of defense against the cold. If your skin is naturally dry and stings in the cold, try applying a moisturizing cream before you ride.

3. **MOTORSPORT GLOVES.** Gloves for motorcycling and snowmobiling are way ahead of the bicycle industry – better leathers, waterproof models, more insulation, extra-long cuffs to



keep the wind off your wrists, more sizes, built-in pockets for heat pads, and generally just more options like colors and styles.

4. **BIGGER SHOES.** Booties cover the top of the shoe with insulating material, but your feet lie on a hard sole connected to a cold cleat and pedal, and the bottoms of booties have little or no insulation. The solution is to wear winter shoes that are one Euro size larger, along with thick socks. Wigwam's "Canada" model are a personal favorite. Whatever you wear, do not pack your feet with thick socks into tight shoes thinking that the extra material will keep you warm. It won't. Go up one shoe size.

5. **BIGGER GLOVES.** Following the bigger shoes ... Often riders get cold fingers wearing diving gloves, or they put an extra liner into their gloves and wonder why they are still cold. The reason is that in general, a material itself does not insulate; rather, the air trapped by a material does. Think of house insulation: fiberglass, being glass, is cold stuff - but the fiber form stops air drafts in the walls. Similarly, neoprene rubber and plastic fibers are cold materials. Therefore, to maximize the effectiveness of your gloves, size them to give your fingers some wiggle room. There is another benefit of this strategy, namely, that looser gloves don't restrict blood supply.

6. **LOOSER TIGHTS.** If you wear multiple tights, make sure they don't restrict your knees bending, because you would run the risk of patellar tendonitis from the extra pressure and pulling. Personally, I like to wear one or two pair of long underwear rather than spandex. Several manufacturers – Duofold and LL Bean in particular – offer long sizes that better fit our slender biker builds.

7. **SHIELD YOUR FACE AND NECK.** You know that feeling when the cold air hits your face and it takes the life out of you, or

*Enjoy a few photos from
Sandy's record setting
ride on January 1st, 2006.
All photos by Stew King.*





when it's a cold day and you just can't summon the energy to push the usual gear over a hill? It's because of the way your nervous system is wired. When people fall through pond ice, they often survive for 20 minutes or more without oxygen because the cold water on the face and neck quickly sends the body into a sort of suspended animation. Among other things, the heart rate slows down. So if you're out there wincing in the cold trying to be tougher than Jack Frost nipping at your nose, think again: you're up against several million years of evolution, you're not going to win this one. A turtleneck base layer works well, and below a certain temperature you should wear a bavaclava or other mask.

8. **THE PLASTIC BAG, BOYS.** Your thighs and chest funnel all that cold air down to the netherlands, and frostbite down there is actually quite common among bikers and runners. If you're like me, \$200 wind tights are a bit pricey to subject to all the winter slush and grit. So a grocery bag just under the top layer, with the handles down the thighs, does just fine and I have no shame admitting how much more comfortable I am.



9. **WOOL.** It's more than retro fashion, folks. The stuff really works, even when wet. If you don't care for the feel, there are base layers with either wool blends or dual layers that feel totally soft. Baaaaaa.

10. **REMOVE HELMET PADS.** The pads in your helmet have nothing to do with impact absorption; that is done by the styrofoam. The pads are just for fit and comfort. If you wear a hat or ear covering inside your helmet, you compromise the fit of the helmet by making it ride too high on your skull. So remove helmet pads as needed to keep the brain bucket in the right place. It's more comfy anyway.

Clothing is of course a very personal choice, and different regions have very different weather, but hopefully some of these tips are useful. See you out there!

Sandy is no stranger to winter riding, living in Massachusetts and riding year round. He also set the cross Massachusetts record on New Year's Day, 2006, in the slushy aftermath of a January blizzard. Enjoy a few photos from that ride and read about it at: www.ultracycling.com/old/records/mass_we_record2006.html.



UMCA INDOOR CHALLENGE

- ⌘ If riding outdoors in the winter is not your cup of tea, the UMCA Indoor Challenge runs between November 1st – March 31st.
- ⌘ Rides may be done on any indoor bicycling equipment.
- ⌘ 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, an additional 15 minute break is allowed every six hours.
- ⌘ A ride must be at least 2 hours long to earn points. Additional points are awarded only for full hour increments as follows:

⌘ 1st full two hours in a session:	2 points
⌘ Next full hour (3rd hour):	2 points
⌘ Next full hour (4th hour):	3 points
⌘ Next full hour (5th hour):	4 points
⌘ Next full hour and subsequent full hours:	5 points each hour
- ⌘ 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.) You can always access the current indoor standings on the UMCA website.
- ⌘ The indoor challenge is open to anyone who is a UMCA member. No registration is necessary, just send your results online.
- ⌘ For more information, go to: www.ultracycling.com/sections/competitions/indoor

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SEROTTA FIT EXPERIENCE PART IV: THE WRAP-UP

JESSICA ECKHARDT

I have always wanted cycling to be fun and not work. Don't get me wrong; I have dreams and hopes just like every other cyclist, but I truly don't want it to ever become work. Cycling is my escape and the leveling force in my life – I never want to train so I grow to hate what has become such an important part of my life. This is part of the reason why my Serotta connections became such guiding forces – they gave me the tools and let me forge my own way.

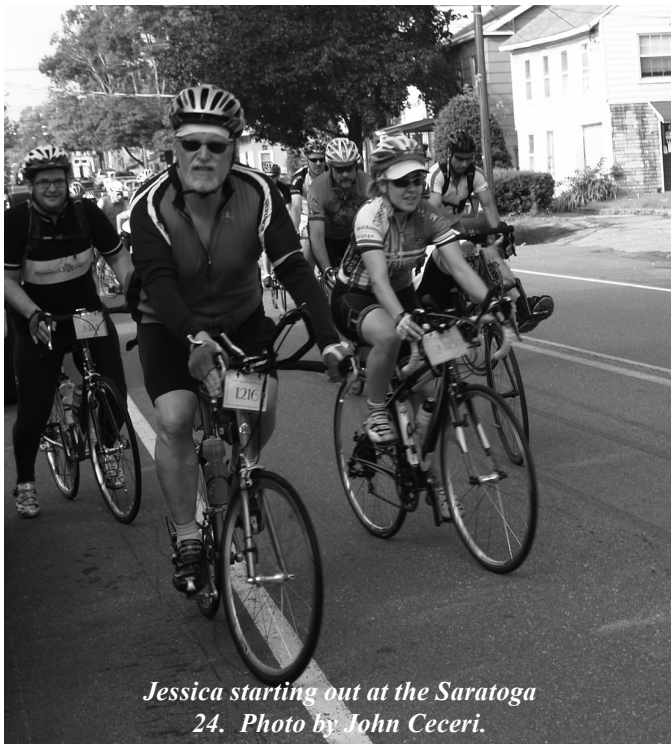
I had a very successful season after my experience with Paraic in the Serotta fit lab and a year of cycling-specific physical therapy with Greg Robidoux. My results at Saratoga 24 were tempered by a parasite that took me out partway through, but I made good progress up until that point. A few months later, I cut over three hours off my time at Adirondack 540 despite the severe temperatures swings and a low of 26 both nights. It is hard to separate exactly how much my training affected my riding or how much was the bike fit and physical therapy. That is, until I got the harebrained idea to do the 12 Hours of Bear Notch. I have been pleased with past results, but this one floored me. Due to an odometer failure early season and a mistake at 2 AM on google maps calculating the distance, I thought I had only ridden about 135 miles. However a re-check revealed it was 160 miles, with 16,000 feet of climbing. Yes, it was an unofficial race, but it is the first ride that I have done where the results actually blew me away. All my pain felt so validated!

The Bear Notch ride did not feel like work, but rather a crazy and fun experience and I felt more at home on the bike than I ever have on a hilly course. I feel a large part of my comfort and desire to do such a crazy thing was a direct result of all the work in physical therapy and all the modifications to the bike.

While it is true that my bike is not at my ideal dimensions, even little things like fixing crank length (155mm instead of 165) made dramatic changes to my cycling. I know from first hand experience never to trust anyone who wants to use 170mm cranks for someone with a short inseam. I did not lose power when I shifted to the shorter cranks but instead gained hip stability and the ability to apply much more continuous power through the pedal stroke. I really noticed a huge difference riding rollers for roller races. I can use my carbon bike instead of the heaviest bike that I own to give added stability.

Now that we are in the new year, I am working towards several goals for this year. My dream has always been to race RAAM but the financial hurdle is a little hard to get over. I will need to get two custom 650c bikes in order to race across the country as well as cover all the financial commitments of RAAM and all the races leading up to the big event. I am getting my materials together for fund-raising and I hope to do a few additional races this year. The only races in my area are part of the Adirondack Ultracycling Series (a fantastic race series hosted by John Ceceri) but I hope to do more traveling. I am considering Race Across Oregon, Texas 500 and possibly Race Across the West.

The bottom line is that I owe much of my success this year to Paraic who did the initial fit at the Serotta Fit Lab and who made the connection with Greg Robidoux for physical therapy and subsequent bike fitting. I can't say enough good things about both of them – they are quality people who really care about their clients. John Ceceri and Ed Kross also deserve special thanks for helping guide my cycling career. Both watched me complete my first event and have encouraged and helped me along my journey ever since.



Jessica starting out at the Saratoga 24. Photo by John Ceceri.

JESSICA'S 2011 PALMARÈS

2nd Place Overall World Cup of UltraCycling

2nd Place Division World Cup of UltraCycling

2nd Place Overall UltraCycling Cup

2nd Place Division UltraCycling Cup

5th Place Overall 24-Hour Challenge

4th Place Division 24-Hour Challenge

1st Place Saratoga Challenge 24

2nd Place Adirondack 540 RAAM Qualifier

A GIRL, HER BIKE, THE HILL, AND A DREAM

JESSICA ECKHARDT

I wasn't just out there riding for the hell of it, though I joke with friends that I did the ride "because it is there." I wasn't just riding to be able to tell the story about how crazy I am, though I don't mind capitalizing on the story either. I ride to see how far I can push myself and what I can do when I am determined. People will say what I do is impossible, but obviously it is not if I have done it. Uncomfortable, yes. Impossible, no. I just have to have the right motivation.

I ride to capture that feeling of invincibility that I get partway through the ride and then again on finishing. It is the feeling that all is right with the world, that can last for weeks after the ride. I ride to remember what it feels like to be free and to speed down hills with the feeling that I could fly. To feel like if I spread my arms out, I could actually fly. Riding is my mental reset button that helps me to see what is really important in life instead of the daily grind. To help refocus and realign life goals.

No one else was crazy enough to do this ride. I pinged my cycling club of more than 300 members and not one of them expressed interest in joining me. Doing the ride alone in and of itself was crazy. No one to cheer me on, no one to encourage when I felt weak. It was just me and my motivation.

For the last several years, when the Adirondack 540 came and went, I was SO DONE with riding. This year was different. I rode hard at the Adirondack 540 and cut my time down by more than 3 hours, finishing 7 hours behind the winning male in difficult weather conditions. I felt like I was crawling around the course but could measure time points against the previous year and realized I was not doing so badly. And after finishing, I still had the cycling bug. I couldn't wait until my muscles recovered so I could try my next crazy adventure. Now, after this ride, I am feeling the same. I can't wait until I can get out there and do some more riding! My body, mind and muscles want the unusually warm weather to last as long as possible.

12 HOURS OF BEAR NOTCH

The morning was most difficult, especially when I woke up to 41 degrees at 5:30. I drove from the ski club in North Conway, NH into slightly warmer air on my way over to the start in Bartlett and departed at 6:45 in 48 degree weather. I think it was more mentally painful than physically cold... I climbed up Bear Notch Road for the first time ascending into 55 degree air aloft. After topping out, I dropped into snot-freezing temperatures on the opposite side of Bear Notch and couldn't wait to turn around at the Kancamagus Highway to start climbing back up again. I was SO GLAD I had put in chemical toe warmers! The second and third repeats were much the same although the overall temp had started to rise.

The fourth rep was probably the hardest. My body was twisting like a pretzel ever since I had been run over by that car several years ago, and all the climbing magnified the physical damage left by that event. Mentally I thought I wanted to quit and at the same time I knew I should keep riding and the negative feelings would pass. Then I remembered two winters ago when I skate

skied up Bear Notch Road. That was such a special experience and skating up the notch was far more painful than riding up, so I knew I could keep going. I was just as determined to make it to the top under far less favorable conditions that day, so I certainly could keep riding.

On the way up on the fifth rep I was beginning to feel better when a motorcyclist called out to me from one of the scenic overlooks, "you have more horsepower than my bike." It was that little comment which helped me see the positive and turned around the ride for me. Someone noticed and cared enough to call out in support! Later in that same rep, another cyclist came up on me slowly and passed me slowly. I started talking to him in my usual cheerful manner but he had trouble replying. He commented that he was dead and I told him I was too, but that I had many more reps to go. This totally let the wind out of his sails! He had tried so hard to pass me only to find that I was on my up for the 5th time and doing something far crazier than he could have imagined. As we both reached the top, he stopped on the side of the road for something and I kept going.

Being a chick has its downsides as well. I am not above using the woods for most bathroom stops, but the Bear Notch woods are covered in poison ivy and the lack of ground cover leaves it remarkably open and exposed to the road. So I utilized a nearby convenience store and the Bartlett library for necessary breaks. I lost about 15 minutes every time I needed a bathroom stop because of the distance but also fighting traffic to get back to the course. I really rushed through those stops and missed the interaction that usually happens when buying food on weekend rides. I love answering the clerk/owner when they ask where I came from and where I am going because the reaction is priceless. Ed Kross is tired of the reaction that we get when people think we are doing the impossible. I still feed off the energy! Little do they know how crazy I really am!

I did pretty well, even through my muscles were complaining on the last two reps. I really wanted to finish 10 reps in 12 hours but it was pretty clear from early on that even 9 might be a stretch. By the time I stopped between reps 7 and 8, I was having some difficulty walking two steps from the bike to the van slider to grab more food. I had muscles that hurt that I didn't know could hurt like that. But I was determined to ride hard since I had already gotten this far. I set out and after about half a mile, my body re-adjusted to climbing and felt a little better. The temp was dropping but I was so close.

Rep 9 featured some of the fastest climbing of the race. I desperately wanted to finish that lap by the end of 12 hours. And I was so close I could smell it! I certainly could smell the cold air setting in as well but I made a strategic decision to skip adding layers. It was cool and muggy and it would have taken forever to pull on arm warmers and I knew I did not have that time. Ed called to check in with me partway down the descent and I kept it brief all the while pushing onward. By now, it was dark enough that I really had to pay attention on the downhill.

I climbed the backside of the notch for the last time standing and pushing hard through the steepest climbs. By now, pain did not matter anymore. All that mattered was holding my speed to see how far I could get before my time ran out. I crested the top in total darkness and started down. My light is good, but a little dim for descending at those speeds. Fortunately the double yellow line was fairly new so I had some help in finding the road. Some of the cars heading up at me put on their high beams and made it impossible to see. But I kept my goal in mind and kept pedaling.

My time ran out partway down the notch. But I still did all the climbing before the time ran out even if I was not quite back at the van. I was satisfied and SO happy to be back at the van and trying to detach myself from the bike. Swinging that leg over for the last time that evening was so welcome and incredibly painful at the same time. I had finished about 160 miles and 16,000 feet of climbing in 12 hours at an approximate average riding speed of 14.5 mph. My pain felt so justified!

It took far too long to try and reorganize the van to get the bike back in. I must have taken over 20 minutes to get changed and get the van cleaned up. I made it back to the convenience store just before they closed for a bathroom stop. I really wished Ed had joined me and helped me drive back. It was beyond painful to get in and out of the car. Not to mention that driving at 50 mph just plain felt WRONG. I had to set the cruise control to have a hope of driving near the speed limit. Then when I reached the winding and hilly part of Route 302, I had to keep the taillights of the car ahead of me in view so I knew where the road went. Otherwise, I would have been driving at 20 mph.

My reunion (of sorts) with Ed was very welcome. The ski club was full of guests, most of whom were interested in my ride. I got my fix of talking with folks about my crazy adventures, but I was almost too tired to eat dinner after all that. My sleep was even disturbed because I was in so much discomfort. But this only happens once in a while and makes for a great story, so I didn't complain!

Where the rubber hit the road along Bear Notch, I figured I would end up in one of two states. Either I would hate Bear Notch because it was so painful, or it would be a special place in my heart. I have to say, Bear Notch truly is a special place for me and I hope to ski it again this winter and ride it again when the warmer weather arrives. It really was a girl, her bike, the hill and her dream – a dream which I got one step closer to achieving.

As far as my overall dream to race RAAM, I finally feel like my race is truly within reach. The journey has been rocky, but the struggle helps me to truly value the experiences that happen along the way. I have put so much effort into riding, that my dream means more to me than it did 4 years ago. I have also made many good friends along the way. When I leave for the start line of RAAM, I will be at peace with myself and I will have a wonderful crew to share in my journey.

Bear Notch Road is located between State Highways 302 and 112 in Bartlett, NH. It's about 9 miles long and has a high elevation of 1,795' near the middle. The 302 end has an elevation of 679', the 112 end is 1,250'. Each "lap" gains 1,116'.



For more information or to schedule an appointment, contact:

STEVEN LeBOYER

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How I Did the 2011 RAAM on a Single Piece of Bread!

Alberto Blanco won Rookie of the Year award this year and has an amazing nutrition story to tell.

“Prior to RAAM I spent two years trying every sports drink on the market. All of them made me bloated or nauseous with varying energy levels during long rides. I discovered SPIZ 2 months before RAAM, first completing a 200 mile training ride, followed by a 400 mile training ride in 22 hours drinking nothing but SPIZ.

I started the 2011 RAAM with (2) vans and a crew of 7 for support, each van loaded with SPIZ and no other food sources. I drank a 375 calorie serving of SPIZ every hour on the hour. On the second day as I watched a crew member eating bread, I had a

craving and ate one slice. THAT was the only solid food I ate until I reached the East Coast 9 days, 9 hours later. I battled Shermer neck, saddle sores and sore feet, but remained focused on the goal: *The Finish Line in Annapolis!*

I had no stomach issues, no nausea and no dehydration over the course of RAAM. In fact my energy levels were excellent! I already have my assault planned for the 2012 RAAM, and I plan to use SPIZ for 100% of my energy needs.”

Alberto Blanco, San Mateo, California

Congratulations also go to Steve Perezhuela (9th), Tom LaVallee (11th) and Kirk Gentile who all successfully completed the 2011 RAAM utilizing SPIZ for their energy and nutrition needs.

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Gerry Eddlemon. Setter of 67 UMCA records, current holder of 60 UMCA records and a true gentleman of the sport. Photo by Ed Collier.



ULTRACYCLING RECORDS
2011 RECORD SETTERS UPDATED • 100/200/12 HOUR ROAD • FLORIDA W-E

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2011 RECORD SETTERS

DREW CLARK, UMCA RECORDS CHAIR

UMCA

ULTRA CYCLING RECORDS

The following records were set after we went to press with the last issue. Congratulations to Gerry and Danielle.

100 MILE ROAD

Gerry Eddlemon, 66, Knoxville, TN
Standard Bike | White Oak, NC
November 5, 2011 | 6H:08M:58S | 16.26 MPH

NOTE: This is an age group record.

200 MILE ROAD

Gerry Eddlemon, 66, Knoxville, TN
Standard Bike | White Oak, NC
November 5, 2011 | 14H:30M:16S | 13.79 MPH

NOTE: This is an age group record.

12-HOUR ROAD

Gerry Eddlemon, 66, Knoxville, TN
Standard Bike | White Oak, NC
November 5, 2011
159 MI 5,033 FT (159.9533 MI) | 13.33 MPH

NOTE: This is an age group record.

FLORIDA W-E

Danielle Grabol, 30, Atlanta, GA
Standard Bike
December 4-5, 2011 | 27H:54M | 420 MI | 15.05 MPH

Note: Great ride! Danielle even beat the time set by Fred Boethling (owner of RAAM).

To see a listing of all UMCA UltraCycling Records or to find out how to set an UltraCycling Record, go to: www.ultracycling.com/sections/records.

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ULTRA CYCLING COACHING

100 MILE/200 MILE/12 HOUR ROAD

GERALD K. EDDLEMON

November 20th, 2011

100 MI: 6H:08M:58S | 16.26 MPH

200 MI: 14H:30M:16S | 13.79 MPH

12 HR: 159 MI 5,033 FT (159.9533 MI) | 13.33 MPH

START LOCATION

USATF-certified and marked start point on NC 53 near south end of Cain's Grill in White Oak, NC.

CONDITIONS

Very windy! Cold at night. Mostly rural and flat 20-mile loop. Low in high 30s, high in low 50s. Light traffic and a few hunters along side of the road most of day.

WHY ATTEMPT THESE RECORDS?

Because no one in my age class had tried them before, and I expected, erroneously as it turned out, to ride fast on such a relatively flat course.

And quite frankly, a chance to add to my list of successful record attempts (64, most of them open-class, before these three – 67 if one counts my speed-hiking records in the Great Smoky Mountains National Park). That's just over one record for each of my 66 years on this beautiful but sadly bent old world. Of course, some of them have been bettered (mostly by me) since I first set them. Maybe I'll go for an even hundred if I live long enough.

EQUIPMENT

Titanium Litespeed Teramo, Selle-Anatomica saddle, SpeedPlay pedals. This bike, manufactured in Ooltewah, TN about 80 miles down the road from my home, has been my mount of choice for nearly all 67 of my UMCA records and most of the races leading to my only UltraMarathon World Cup championship. It was and is my first modern road bike. A Specialized Roubaix served as my back-up bike, but was not needed.

FOOD AND DRINK

Water, a little Gatorade, Equate energy drink, coke, bananas, cookies, Cliff Shot Blocks, M&M peanuts, PBJ sandwiches, one hamburger.

BEST PART

The support of my team: crew chief Mikki Mabee, of Knoxville, TN and crew man Scott Eddlemon of Knoxville, TN, and the competent officiating of UMCA officials Tony Curtis of Maryville, TN, and JoAnn Fafrowicz of Durham, NC.

HARDEST PART

Wind. 15-20 mph all day (winds moderated a bit during last loop and a half in the night). One nearly 8-mile stretch of road into a NNE wind was especially tiring and demoralizing, but I noticed that I was unable to go all that fast even with the wind, and that was especially troubling and indicative of something wrong with the "engine."



Another serious difficulty was securing enough crew and officials. I had the minimum number of crew and officials if I raced according to plan, but things did not go according to plan and I therefore incurred substantial penalties in time and distance that were subsequently applied to my finishing times and distances.

My times and overall performance were very disappointing; wind can only explain part of it. I will have to try to figure out why performance fell so short of expectations.

A NEW GOAL

However, I am now considering a new goal: the possibility of setting or breaking 100 UMCA records. It's a very long shot that I can ever get 33 more UMCA records, especially at my age – I might simply run out of time (i.e. life here in this world). Because I'm considering this undertaking and despite my poor showing in these time trials (especially compared to my records for the same time trials on a track) as a result of high winds, cold, and big-time penalties (45 minutes for the 200-mi; 19.8 miles for the 12-Hr), I am still glad to accept these three new records.

UNUSUAL HAPPENINGS

Delayed start a couple of hours to avoid congestion from a glut of deer hunters and their vehicles gathering for breakfast at Cain's Grill next to the start point. Was able to recruit only two UMCA officials but expected that I would finish the 200-mile attempt in no more than 12 hours. Missed the 12-hour mark by over an hour. Incurred an almost 20 mile penalty for the 12-Hr time trial due to a most expensive "relief" break just a few miles before the 20-mi loop start/finish line.

EXACT FINISH LOCATION

100 MI: USATF-certified finish point on NC Hwy 53 (154' 03" beyond, or north of, official start point).

200 MI: USATF-certified finish point on NC Hwy 53 (308' 06" beyond, or north, of official start point).

12 HR: After 8.99 laps, approximately 0.2 miles short of the official start point on NC 53 (south of the official start point). Total distance: 179.8 miles (pending confirmation by an official USATF course measurer/certifier). 14.98 MPH.

EXACT FINISH TIMES

100 MI: 3:28:59 PM. 6H:08M:59S. 16.26 MPH.

200 MI: 11:05:16 PM. 13H:45:M16S. 14.54 MPH.
With penalty: 14H:30:16S.

12 HR: 9:20:00 PM. 179.8 MI. 14.98 MPH.
With penalty: 159.95 MI. 13.33 MPH.

FLORIDA W-E

DANIELLE GRABOL

December 4-5, 2011 | 27H:54M | 420 MI | 15.05 MPH

Waking up the morning of the ride, I checked the weather to see that there were 15-20 mph winds coming ENE. Wind is always something that you expect in Florida, I just had hoped it would be a tailwind!

We loaded up and drove to the bridge that was the Florida/Alabama state line and the starting point of my adventure. It was drizzling and around 65°. I felt oddly calm despite the wind and knowing that I had at least 419 miles of riding ahead of me. I took off and immediately realized that the wind was not a tail wind, but a mixture of a cross and headwind. I also realized that it was humid, and I was overdressed, so after a quick pit stop to lose a layer, I continued. Within the first few miles I was already on the radio asking "when do we turn again?" I was thinking "we are going to keep turning, and then I will get a TAILWIND!"

When I turned onto Highway 98 I was holding onto my aero bars for dear life. My right lat was already fatigued from leaning into the wind. I radioed in asking how much longer I had before my next turn and Jason replied "about 50 miles" It was totally demoralizing. I was barely able to maintain 15 mph with a HR that was nowhere close to where I wanted it to be. My mind was thinking nothing but negative thoughts and I was beating myself up every time that I looked down at my bike computer and saw my speed. I was thinking about all the hard work and training I had put into the ride and now it was all a waste. Then I realized that a negative attitude wouldn't help me get anywhere any faster, so I might as well just suck it up and accept the situation for what it was.

I got really tired (like sleepy tired) around mile 110. I wanted caffeine of some sort. Jason said no, that it was too early. I was glad that I listened to him, because the feeling passed rather quickly. That was honestly the only time during the ride that I felt like I needed a nap.

The wind started to steadily die down, and around mile 120 I finally felt like mother nature was happy again. I was surprised how many people were so kind and offered words of support. It was nice to hear people yell out the window "GO DANI GO!" My crew was doing a wonderful job of bringing me bottles and sandwiches. I felt like I was taking in plenty of GU Brew and peanut butter and nutella sandwiches. The gels were not tasting as great as they normally do, so I opted to eat more solid food and drink the GU Brew instead.

Around mile 160, I felt an excruciating pain in my left knee. I had to pull over almost right away. We lasered it with our cold laser, and we also kinesiotaped it (but that didn't last very long because my skin wasn't dry) but the pain was still there. It was swollen, but I felt like I could continue. I am a big believer that things of this nature are about ¼ physical and ¾ psychological that you can control how you feel by your thoughts. I tried really hard to focus all my attention on something other than the throbbing pain in my knee. I thought about the people at the retirement facility where I work. How they lived through the great depression, war, so many things that our generation has never really experienced. I thought about how incredibly tough and resilient I think they are. I found strength and comfort thinking about how excited they were for me and this venture.

UMCA

ULTRA CYCLING RECORDS



*Danielle
anticipating
her attempt
at the start.
Photo by Chuck
Mathison*

As night approached I felt energized. I really like riding at night, mostly because I feel like it's the hardest mentally. You have to not only be alert enough to stay awake, but you also have to keep yourself entertained because you can't see more than two feet ahead of you.

Knowing that I was approaching Tallahassee was a great feeling, this was the halfway point! I like breaking all my long rides down into segments, and this ride was no different. It wasn't a 420 mile ride, it was 4, 105-mile rides! Sounds MUCH easier that way doesn't it?

If anyone tells you that Florida is pancake flat, they have never attempted to ride from the West Coast to the East Coast. It is NOT flat. There are a lot of false flats, and Tallahassee is just down right hilly. Every hill appeared to be at the bottom of a light, which was of course red. The process of un-clipping, stopping and re-clipping in to climb a hill was both hard on my knee and a little frustrating. Needless to say, I was happy to see Tallahassee city limits and move on.

Night riding found me having to stop quite a bit. 14+ hours of riding and drinking all day had caught up with me. I felt like I had to go to the bathroom NON STOP. I was still taking in fluids and food quite well and I had started drinking Red Bull and Coke. My knee pain was pretty persistent and I was trying to stop and ice it once an hour while I used the bathroom.

I must have looked kinda funny, 1:00, 2:00, 3:00am running into random gas stations in full bike gear with an ice pack. One guy even came outside and took pictures. I just kept telling myself, and my crew over and over "RELENTLESS FORWARD PROGRESSION".

The miles ticked by and Jason and Chuck took turns alternating handing me bottles out the window. I asked Jason to just "talk to me" because it was helping to take my mind off the pain in my knee. He started to read all the facebook comments, twitter messages, e-mails, and texts. At one point he even added a verse to Bethaney's rap! I was totally overwhelmed at the amount of support that I was receiving. This was by FAR the best part of the ride. Here I was riding all alone in the middle of the night, through tiny little towns in the middle of nowhere, yet I never felt alone. At one point Jason



Danielle crossing a bridge near the finish. Photo by Chuck Mathison

was texting our friend Alex and he said that Jill was getting up at 4am to do a "virtual" ride with me. I started crying. The more Jason talked to me, the better I started to feel. I was more than 300 miles into this thing, and was feeling better than I felt at mile 150.

I thought a lot about the journey, and what I had gone through to get to this point. I thought about what an incredible gift it is, to be able to have a body that is willing to endure such pain and keep moving. I thought about how I used to feel when I was 70 pounds overweight and would get winded walking up a flight of stairs. I thought about people who have chronic illnesses and diseases that prevent them from being healthy enough to even walk. Rather than feeling discomfort and pain, I couldn't help but to feel like I was pretty lucky to have this opportunity.

120 miles left turned into 100 left, which turned into 75 left, then 50, then 25. Honestly, the last 100 or so miles almost seemed like they were unreal. Had I really been riding this long? Was I really about to be done?

It started to get really warm, and I began to climb bridges, which meant that I was getting closer to the beach. I needed to stop to pee, but I was SO close, I didn't dare stop. Bridges felt like gap climbs. I was giving it everything I had, but I was still barely moving.

When I got into Jacksonville, I was SO close I could taste it. My pace started to pick up. I could smell the beach. Jason kept telling me that I was close, but all I saw were stop signs. Millions and millions of stop signs. Then the worst part of the ride happened. We hit a detour, which just happened to be the road that I needed to turn on. I will be totally honest with you, after making a block and ended up back where we started, I totally flipped out! I could SEE the beach, and I knew that I had to turn right on Atlantic Boulevard and unclip, foot touch the sand. But I just couldn't get there. FINALLY, we found it, I was riding as hard as I could, I unclipped and ran to the sand. I was DONE!

Official Elapsed time: 27H:54M, actual ride time 26H:04M. I would be lying if I told you that I wasn't disappointed. I wanted to go faster, much faster. But you cannot control the circumstances, you can just make the best with what you've got.

There are few words to truly express how grateful I am to those of you that reached out to me before, during and after my ride. I had over 200 e-mails. Women that I have never met before sent me messages telling how inspirational they thought my performance was to them. I really had no idea that word would spread like it did, and that it would be such a big deal. Really, I am just a girl that rode her bike across a state with an official and timed it! Anyone can do this! It's all mental!

None of this would have been possible without my wonderful support crew, Jason and Chuck, and my official Keith. I appreciate you taking times out of your busy lives and dedicating an entire weekend to helping me achieve my goal. Your support was invaluable and I wouldn't have made it one foot without you!

Danielle races for All3Sports.com, and is coached by Andrew Shanks of Dynamo Multisport.

To see a list of UMCA long-distance records and find out how you can set one of your own, visit: www.ultracycling.com/sections/records.



Powering through her record ride. Photo by Chuck Mathison

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Francisco Javier Vacas Rodriguez at the start ↑ and finish ↓ of his 1,000 KM ride.



Austin Davis, Thomas Riech, Joseph Whitney and Josh Whitney set the cross Iowa team record. Above, at the finish. At left, making a perfect rider change.



Dan McGehee looking strong during his 100 mile road record ride.



YEAR ROUNDER / MEMBER REPORTS
2011 IN REVIEW ■ RUSSIAN ROULETTE / ULTRA LAOS

Y-R Champion Gary Gottlieb and Platinum rider Dana Pacino (tandem) riding on a recent 200 KM.



www.pactour.com
Lon Haldeman and Susan Notorangelo
Contact us... 262-736-2453 or
info@pactour.com

Coming Events in 2012

Arizona Desert Camps and Tours

February, March and April. This is our 17th 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. Check out the PAC Tour web site for available tours

Historic Route 66 (western states)

Arrive in Santa Monica, California Saturday, April 14
18 days, 1,200 miles, 75 miles per day **\$2,595**
1 rest day to visit the Grand Canyon (old train option)
Fly home from Amarillo, Texas Thursday, May 3
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.

Pacific Crest Tour

Arrive Everett, WA Saturday July 7
14 riding days 1509 miles 87,000 feet of climbing
Depart Reno, NV July 22
Price to be determined by permit costs
Tour registration scheduled to open in February. Lining up the permits to ride on the forest roads have forced us to delay registration. If you are interested - e-mail us and we will add you to the waiting list of hopeful riders.

Ride the scenic and challenging passes of the Cascade and Sierra Nevada from Everett, Washington to Reno, Nevada. Spectacular views of the most beautiful mountains in this country. Sleeping at the finest resorts that PAC Tour has ever known. Route will repeat in 3 yrs.

Tour of Southwest Wisconsin

Arrive in Beloit, Wisconsin Saturday June 16
Depart Saturday June 23 **\$1,095**
Beginning in Beloit, Wisconsin this tour explores the remote roads of rural SW Wisconsin. Daily rides will be 75 to 100 miles with plenty of steep, rolling hills. We will travel to a different small town each night to experience their local hospitality. Some rest stops visit hometown cafes and ice cream shops famous for their Wisconsin dairy desserts.

Tour of the Eastern Mountains

Atlanta, Georgia to Portland, Maine
Arrive Atlanta, Georgia Saturday, September 9
17 riding days 1,752 miles 103 miles per day
Fly home Wednesday, September 26 **\$2,795**
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.

Pedal Across Peru

13 total days 8 cycling days **Late October**
We will visit the historic ruins at Machu Picchu. Then begin cycling from the mountains in Cusco to the Pacific Ocean while dropping 11,000 feet during 500 miles of riding. We will travel on a newly paved road perfect for road bikes. Our lodging is in hotels at quaint towns along the way.

Coming in 2013!

We are already planning our tour calendar for next year. We would like your opinion about which tour you would like participant during 2012. Please let us know which tours you are interested in.

Elite Tour

San Diego, CA to Savannah, GA
17 days 2,950 miles 175 miles per day **Late May**
This tour intended for the most serious riders who are looking for a very challenging ride across America. Daily miles range from 140 to 200 miles per day. Riders completing 100% of the tour will qualify for the Race Across America.

Northern Transcontinental

Everett, WA to Williamsburg, VA
30 days, 3,400 miles 115 miles per day **Mid July**
This is our classic transcontinental tour across the northern states. This route crosses the rugged Rocky Mountains in Montana, the Big Horn Mountains of Wyoming, The Back Hills of South Dakota and the steep Appalachian Mountains of West Virginia. A new route across the midwest includes a new route through Wisconsin, Michigan and Ohio.

All tours include full technical support, rest stops, motels, lunches, commemorative clothing and many other nice things. Prices could vary depending on group size. Visit the PAC Tour web site for full details and services offered for each tour.

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YEAR-ROUNDER CHALLENGE



2011 IN REVIEW

JOHN LEE ELLIS, Y-R PROGRAM CHAIR

2011 was another good year for the Year-Rounder program, and a rewarding one for the participants! A few figures:

- 🚲 119 participants
- 🚲 33 new participants
- 🚲 64 Larry Schwartz Year-Rounders (12 rides in at least 10 months)
- 🚲 29 Gold (3000 miles or more)
- 🚲 19 Platinum (5000 miles or more)
- 🚲 384,285 Total Miles
- 🚲 2,719 Total Rides

The Year-Rounder means different things to different riders – from the Larry Schwartz awardees, who may ride as few as 1,080 miles but must span all seasons in often harsh conditions, to the Gold and Platinum awardees who have the time and tenacity to accumulate more miles.

DISTANCE DISTRIBUTION

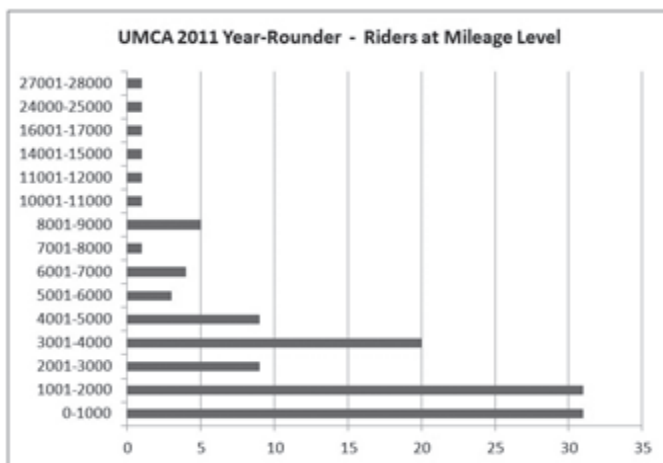
It's interesting to see how many riders rode at which distance levels. This chart shows that 31 riders had 1,000 miles or fewer, 31 had 1,001-2,000 miles, and so on.

It takes 90 x 12 or 1,080 miles minimum to earn the Larry Schwartz Year-Rounder award, so almost 90 riders rode enough miles, but only 64 of those rode enough months to be Year-Rounders. That's again the choice of goals. Many riders have mileage goals but perhaps a climate that doesn't sustain riding throughout the year.

Interesting, too, the number of riders (9) getting in range of Platinum. Beyond the 5,000 mile mark, a lot of the Platinum riders clearly have far loftier mileage goals (and time to match!).

THE LONELY MILES?

You might picture a year of long, lonely miles for the typical Y-R participant. In fact, most have a variety of rides – some solo, some with friends, some on big events. A Y-R year can be a rich year indeed!



OUR VOLUNTEERS

A large part of the success of the Year-Rounder program is due to our volunteers. It's not just all the effort put into compiling submissions; it's answering questions, giving advice to, and getting to know the participants. Volunteers for 2011:

PAPER SUBMISSIONS

- Bob Barday
- Steve Barnes
- Bill Beck
- Kerin Huber

ONLINE SUBMISSIONS

- Kerin Huber
- Linda Bott
- Larry Ide

OTHER VOLUNTEERS

- Matt Haigh: E-news editor
- Drew Clark: Awards
- Mark Newsome: Webmaster & Database Administrator

Kerin Huber is stepping down after years of service (and lots of work!). This will give her more time to devote to organizing brevets and other randonnées in the Southern California area. A big thanks to you, Kerin!

WEBSITE AND DATABASE ENHANCEMENTS

That sounds dry and technical, but what it means is the Year-Rounder web pages have been thoroughly revamped and enhanced, thanks to the initiative and hard work of UMCA webmaster Mark Newsome. It's now much easier and more timely for riders to find out their standings and the status of their rides, and less work for volunteers to maintain and validate submissions. Thanks, Mark!

IN THE NEW YEAR

The new year is already off to a big start, with a number of new faces and some new year's resolutions involved, no doubt. Thanks to volunteers and participants alike for making the Y-R a rewarding program!

The Year-Rounder (Y-R) is designed to showcase consistent performance in ultracycling throughout the year.

The Y-R has different divisions to recognize different goals, with rides categorized by distance (Century or Long) and type (Organized or Personal ride).

The Y-R recognizes three distance-based levels of accomplishment and one consistency-based award:

Gold: 3,000 miles or more in the Combined division.

Platinum: 5,000 miles in the Combined division.

Who's Who: the top five Platinum riders in each division.

Larry Schwartz award: completing at least one Y-R ride in each calendar month, with up to two make-up rides.

For more information, visit: www.ultracycling.com/sections/competitions/year_rounder.

RUSSIAN ROULETTE / ULTRA LAOS

JEFF VOGEL

SABAIIDII!

After the luxury trip we recently took to Sri Lanka with friends from the US, I guess I needed a more downscale trip with a little more adventure. I decided that now was as good a time as any for my oft-postponed mountain bike trip to the northwest corner of Laos.

When I checked into the guest house in Houay Xai, the proprietor asked me where I was going. I explained the trails I planned on taking and he told me more about them than I thought anyone would know. He just laughed and avoided the question when I asked him how he knew all these remote trails. My guess is he was, and still may be, very well connected in the Pathet Lao government. I told him that with all the information he was giving me, it was taking all the adventure out of my trip. Of course, it turned out that some of his information was misinformation and there was plenty of adventure left.

My first day was scheduled to be 115 kms with the last 83 kms on dirt and gravel roads. The surface wasn't too bad but the relentless 15%+ grades were. Not to mention all the off-camber descents. My first crash was on one of the those descents. I crashed again later in the day when I couldn't keep my front wheel on the ground while climbing a 20% grade. So I'm averaging a crash every 40 kms of off-road riding. I don't have enough antibiotic ointment and bandages for the 600 kms I have planned.

The further along the road I went, the smaller the villages were. After 30 kms, none of them were big enough to have a useful shop where I could get food or bottled water. They were always kind enough to give me a glass of what I hoped was boiled water when I asked if they had drinking water, but the only thing bottled was warm soda.

I finally rolled into Muang Meung, my destination for the day, at about 5:00pm, very hungry and thirsty. I had my choice of two guest houses with four rooms each, every room identical with a squat toilet and a cold, bucket shower. Not that I minded the cold shower after a 9 hour day in 100° heat. It was one of



the hardest rides of my life. I was hoping for something easier the next day.

The next morning I rolled out of Muang Meung at 7:00 am, expecting it would take an hour to do the 15 kilometers to Xieng Dao where I should be able to get a bowl of noodle soup for breakfast. The directions I got were pretty simple – just follow the road straight to Xieng Dao. There were no signs and no one mentioned the turn just down the road at the edge of town. That was my first wrong turn. Five kilometers further, I came to a fork in the road. I thought I should go right but just as I got there, I was passed by a tractor pulling a cart load of farm workers. They all enthusiastically said (in Lao, Akha, or Chinese) that I should go left. Ten kilometers further, after some of the worst rutted, steep trails I've ever done, I was pretty sure I was going in the wrong direction. I decided that I'd keep going until I found someone to ask. It took 10 more kilometers before anyone would reply. The few people I saw seemed surprised and frightened to see a Westerner. Finally someone told me I needed to go back but indicated that there was a shortcut I could take. Great. I couldn't follow the main road/trail; now I'm supposed to find smaller trails?! I asked everyone I saw if I was on the right track. I only made two more small mistakes and finally arrived in Xieng Dao around noon, after being lost for 4 hours and 40 kilometers. I still hadn't had breakfast. So much for my easier day.

It turns out that Xieng Dao is not as big as I thought. Not only was I unable to get that bowl of noodle soup, there was really no food to be had. I settled for a can of sardines and a couple of bags of salty chips. And instead of water, I got a couple of bottles of warm Fanta. The scenery though, from there on along the Mekong, was spectacular. Unfortunately, I had to stop and put a foot down to look at it. If I took my eyes off the road I was sure to crash on the rocks or mud. I only had a couple of unbridged streams to cross, but they were a nice opportunity to cool off my feet and clean the mud off my bike. I finally arrived in Muang Long. My "easy" day was over, 9½ hours later. The unanswered question remains – why did I get the wrong directions? Was it simply that they were telling me in Akha/Lao/Chinese "No, no.





Go this way. Much better. Prettier. Follow us," and I just didn't understand? I don't know. And I'm not going back to find out.

After two long days of riding and arriving near dark after running out of food and water, the third day was supposed to be a simple and, hopefully, shorter day. The directions seemed easy enough – roll out of town a couple of kilometers and turn right on the trail that's sign-posted to Vieng Phoukha. I got to the trail and the sign (which said 84 kms) but no one told me how steep it was going to be. It climbed about 700 meters in the first 5 kms. I walked most of it. If the trail kept going up and down like this, there was no way I would make it to Vieng Phoukha before dark and I wasn't prepared to sleep in the jungle. I passed very few villages and those were some of the poorest I had ever seen. Unlike in other parts of Laos where tourists are more common and kids come running out to greet you yelling "Sabaiidii!! Sabaiidii!!" (Hello!! Hello!!), here people would run at the sight of me. I greeted everyone I saw (not too many), but the best response I got was a blank stare. I know two motorcyclists were on this trail a year ago, but I don't know of any foreigners who have been here since then.

I was told by the guest house owner that first night that this was a "road" but I would call it a jungle track. There were plenty of streams to cross, one of them thigh deep. Most of those stream crossings had a steep climb coming out of it. On one of them I hit a rock coming out of the stream and fell backwards, back into the water. It was pretty funny. And I've improved to where I'm only averaging a crash every 90 kms now. I ran out of food and water by mid afternoon and I was still pretty far from Vieng Phoukha. I filled my bottles from a jungle spring. That will either save me or be the end of my trip. It turns out that the sign that read "84 kms" was just a guess. It was over 100 kms and I arrived just before dark. I've been to Vieng Phoukha before. (A semi-paved road passes through from a different direction.) It's a one light bulb town. The electricity comes on a little after dark and goes off at about 9:15 pm.

I woke up early the next morning, as everyone does in a town with no electricity, stocked up on food and water, and went down the road looking for the turn for the trail to Nalee. I couldn't find it. No one knew where it was when I stopped to ask. I took that as an omen that I shouldn't look too hard. I know the trail exists on the opposite end, coming out of Nalee, and I could go the long way around but that would take three extra days. So I

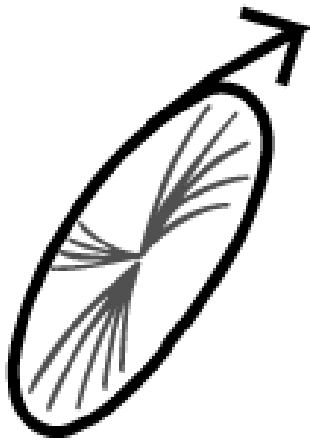
decided to take the semi-paved road back to Houay Xai, where I started the trip. From there it was one more day (by bike and bus) back home to Chiang Mai. After 3 nine-plus hour days on the bike in 100° heat, tempting fate by getting lost and running out of food and water, and arriving close to sunset each night, I decided I had done enough. There's a limit to how many times you can play Russian Roulette in the jungle. I'm happy with my decision. I'm probably the first Westerner to do some of these trails on a mountain bike.

I had a great day of riding that last day too. I was happy to be greeted by lots of "Sabaiidii's" from all the kids. Adults too. Then for the last 30 kms, there were lots of kids practicing for Songkran, a week from now. Songkran is Buddhist New Year. It has evolved from a religious water blessing ceremony to a week long party where anyone passing on a bike or motorcycle is going to get soaked with a bucket of water. Fortunately, these kids were very respectful and used very small pails of water. Chiang Mai has the biggest Songkran festival in the world and getting doused with a 5 gallon bucket is not uncommon. This will be my first Songkran in Thailand. I'm looking forward to the party.

Sawatdee Pi Mai!

Jeff Vogel is an accomplished ultra-marathoner (UMCA Life Member L-12, first ever finisher of BMB and RAAM qualified rider), who now lives in Chiang Mai, Thailand with his wife Margaret, who is an ultra-marathoner too. This is his story of a trip in Laos last spring. While the distances may not have been "ultra," the time and effort certainly were. If any of you are ever in SE Asia, you can contact Jeff at JeffVgl@yahoo.com.





John Hughes, Coach

Author, Distance Cycling

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ULTRAMARATHON CYCLING ASSOCIATION

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- ♻ Membership fees are for all addresses, domestic or foreign.
- ♻ All annual memberships expire on December 31st.
- ♻ Annual memberships received after October 1st, will be valid through the following calendar year.
- ♻ Entry into the UltraCycling Cup is included with all memberships.
- ♻ Membership applications take approximately two weeks to process, and will be accepted as of the postmark date. For immediate entry, go to: www.ultracycling.com/sections/join.

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GRAND 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: MM: _____ DD: _____ YY: _____

Signature of Parent or Guardian, if member is under 18:

Signature: _____ Date: MM: _____ DD: _____ YY: _____

UPCOMING ULTRACycling CUP SCHEDULE

For the complete UltraCycling Cup schedule, go to: www.ultracycling.com/sections/calendar/races.php

SEBRING 12/24

February 18, 2012: | 12/24 H | 15/30 PTs | FL, USA
www.bikesebring.org

DEATH VALLEY DOUBLE/ULTRA CENTURY

SPRING EDITION

March 3, 2012: | 150/200 MI | 10/15 PTs | CA, USA
www.adventurecorps.com

TARHEEL CYCLISTS DOUBLE CENTURY

March 3, 2012 | 200 MI | 15 PTS | NC, USA
www.carolinaultra.us

ULTRA BOB 626

SPRING EDITION

March 9, 2012: | 626 KM | 30 PTs | India
www.teamshift.co

TEXAS HILL COUNTRY 200 MI/600 KM

March 10, 2012: | 200 MI/ 600 KM | 15/30 PTs | TX, USA
www.raceacrossoregon.com/hillcountry

TEXAS CYCLING CHALLENGE 200/400

March 16, 2012: | 200/400 MI | 15/30 PTs | TX, USA
www.raamchallenge.com

SOLVANG DOUBLE CENTURY

March 24, 2012 | 200 MI | 15 PTs | CA, USA
www.planetultra.com

HEART OF THE SOUTH 200/500

March 30, 2012: | 200/500 MI | 15/60 PTs | AL, USA
www.heartofthesouth500.com

MIAMI 6/12

March 31, 2012: | 6/12 HR | 10/15 PTs | FL, USA
miami12hour.com

GRAN FONDO LAS VAGAS

April 7, 2012 | 100 MI | 10 PTs | NV, USA
www.planetultra.com

NEVADA CYCLING CHALLENGE 200/400

April 14, 2012: | 200/400 MI | 15/30 PTs | NV, USA
www.raamchallenge.com

BESSIES CREEK 6/12/24

April 14, 2012: | 6/12/24 H | 10/15/30 PTs | TX, USA
bessiescreek24.com

MULHOLLAND DOUBLE CENTURY

April 14, 2012 | 200 MI | 15 PTs | CA, USA
www.planetultra.com

CALVIN'S CHALLENGE

May 5, 2012 | 12 H | 15 PTs | OH, USA
www.calvinschallenge.com

TOUR OF THE UNKNOWN COAST

May 5, 2012: | 200 MI | 15 PTs | CA, USA
www.tuccycle.org

RACE AROUND SLOVENIA

May 5, 2012 | 1182 KM | 75 PTs | Slovenia
www.dos-extreme.si

OREGON CYCLING CHALLENGE 200/400

May 11, 2012: | 200/400 MI | 15/30 PTs | OE, USA
www.raamchallenge.com

BALLTOWN CLASSIC DOUBLE CENTURY

May 19, 2012: | 200 MI | 15 PTs | IA, USA
www.ultramidwest.net

HEARTBREAK DOUBLE CENTURY

May 19, 2012: | 200 MI | 15 PTs | CA, USA
www.planetultra.com

LEWIS & CLARK 12/24

May 26, 2012: | 12/24 H | 15/30 PTs | WA, USA
www.lacultra.com

6/12/24 HOURS IN THE CANYON

June 2, 2012: | 6/12/24 HR | 10/15/30 PTs | TX, USA
www.24hoursinthecanyon.org

EASTERN SIERRA DOUBLE CENTURY

June 2, 2012: | 200 MI | 15 PTs | CA, USA
www.planetultra.com

MELFAR 24-HOUR CHALLENGE

June 2, 2012: | 24 H | 30 PTs | Denmark
www.melfar24.dk

RACE ACROSS EUROPE

June 10, 2012 | 2900 MI | 150 PTs | UK
www.theraceacrosseurope.com

RACE ACROSS AMERICA

June 12, 2012 | 3000 MI | 150 PTs | USA
www.raceacrossamerica.org

RACE ACROSS THE WEST

June 13, 2012 | 860 MI | 75 PTs | CA, USA
www.raceacrossamerica.org

GREEN MOUNTAIN DOUBLE

June 16, 2012: | 200 MI | 15 PTs | VT, USA
www.ultracycling.com/sections/competitions/flyers/GMD2012.jpg

JOE LOOKINGBILL DENVER ASPEN CLASSIC

June 16, 2012 | 186 MI | 15 PTs | CO, USA
www.rmccrides.com/challengeseriestriplecrown.html

NATIONAL 24-HOUR CHALLENGE

June 16, 2012 | 24 H | 30 PTs | MI, USA
www.n24hc.org

ULTRAMARATHON CYCLING ASSOCIATION, INC.
c/o JOHN CECERI, EDITOR
7 PEARL STREET
SCHUYLerville, NY 12871



Danielle Grabol celebrating her record setting cross Florida ride on the beach in Neptune Beach, Fl. See her story inside. Photo by Chuck Mathison

COMING IN THE NEXT ISSUE

- RACE RECAPS!
- RACE PREVIEWS!
- MORE RECORDS!
- AND MUCH, MORE...

