

Certified Route # 307

<http://ridewithgps.com/routes/271301>

Distance: 400 km (254 miles)

Elevation: 11893 (ridewithGPS)

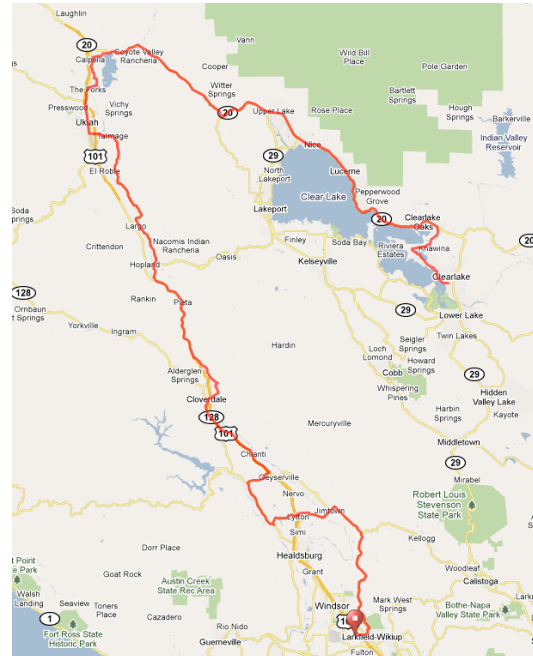
Time Limit: 27 hours

Start and Finish:

Best Western Wine Country Inn & Suites
870 Hopper Avenue
Santa Rosa, CA 95403
(707) 545-9000

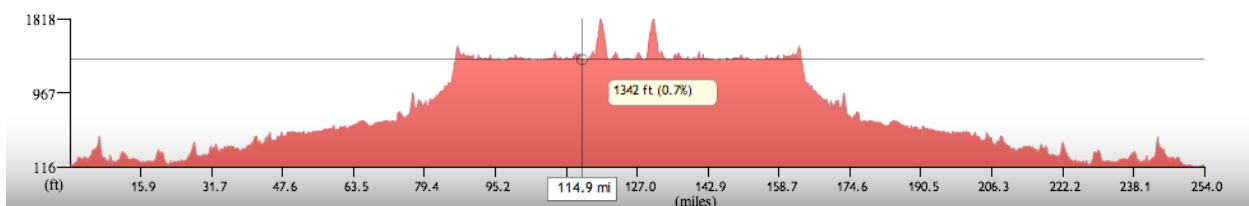
There is only one mid-course control in Ukiah at the 100/300 km point. Bring a pen to mark your receipts with your name and control number and note your brevet card with the time in 24-hour style. Cloverdale and Nice are at 50 km intervals. In Nice the North Shore Sentry is at the Nice-Lucerne Cutoff just before the casino. Store hours are 7am to 10pm. Robinson Rancheria is open 24 hours.

Take a moment to look along CA-20 to plan any additional stops you may need. You'll find that most shops close at 10pm. Tower markets in Lucerne and Clearlake Oaks are the newer, cleaner gas station markets to look for. Paradise Pizza in Clearlake Oaks is open until 11pm.



Please take note that you will be riding along Hwy 101 for approximately 8.5 miles between Cloverdale and Hopland. There is good shoulder but be careful of the 'wake up' grooves.

SRCC Randonneurs will have a room at the finish. Look for our signboard or banner. We'll have some snacks, fluids, and a light dinner for you. Feel free to bring a towel and change of clothes and use the shower. I hope that you can hang and keep us company at the finish. Maybe a short nap will be in order before you head home. Donations to offset costs are welcome.



There is emergency contact information, both cell phone and the finish control land line, on the route sheet. Please, if you abandon the route I want (need, expect) you to call. Otherwise we worry and then call your emergency contact and worry them, too. Also, we can close controls once all riders are accounted for.

As RBA I reserve the right to inspect and fail riders for improper headlight, taillight and reflective material prior to the start of the ride. Personally I HIGHLY recommend bar end lights, too, for they make you look wide from a distance. Please use lots of reflective material on you and your steed. Your bike should have reflective material on all four sides and preferably some on moving parts like wheel rims and crank arms. Electrical tape will protect the bikes finish from the glue. You can find ankle bands and a "Sam Browne" belt/sash at RUSA.org. I also reserve the right to disqualify any rider on course between civil twilight and sunset without proper lighting per RUSA rules for riders. See http://aa.usno.navy.mil/data/docs/RS_OneDay.php and <http://www.rusa.org/rules.html>.

2009 Reports

Many thanks to Bob Redmond for all the work and time he put in hosting the club's 400K brevet Saturday (and Sunday).

12 riders started at 7 am, including one recumbent and one tandem. There were three cyclists from the SRCC: myself, Bob Puckett and Jose Mundo. My strategy on this ride was to stay with the front group as long as possible and by the end of Chalk Hill Rd that group included David Strong, Keith Cook, Scott Gater, the recumbent, Bob and me. This group held together until just after Cloverdale, when Scott somehow got separated, took a wrong turn and had to fight the head wind into Ukiah on his own. Scott arrived in Ukiah just as the group was leaving; no quarter asked and no quarter given.

Bob and Keith cracked the group on the big hill on Marina Dr; I was farthest off the back and I was entirely on my own by the time I turned onto Hwy 20. When I arrived at the controle in Nice everyone was already gone. I decided to take a breather and wait for Scott so we could form our own little pace line. It took longer than expected for him to arrive as he flatted twice after Ukiah. When we took off the temperature was in the mid nineties, but it didn't feel bad as the road is flat and is on the water's edge until Clearlake Oaks. There the route turned onto Sulphur Bank road and some more out-of-the-saddle climbing, then a nice descent into Clearlake.

On the return trip, I flatted twice giving the pair of us the combined delays of four flats. [An aside: I learn something new on every ride and this event was no exception. Earlier in the day as we pace-lined on Hwy 101 I noticed that David and Keith rode very close to the road on the shoulder when they pulled. This made me nervous as cars were whizzing by too close for comfort and there was a lot of unused shoulder going to waste. Later in the day, after my second flat, both of which occurred while I was pulling, it finally hit me: the further you ride away from the road bed on the shoulder, the more debris there is. DUH!] The flat delays allowed the tandem to pass us and Albert to catch up to us; our new threesome continued on together.

This ride was a TT training ride for me. Bill Ellis was kind enough to spend time on the phone with me last week helping me strategize for it. One thing I needed to improve on was the time spent at rest stops. He convinced me that if I used Bob Redmond's recommended two scoops of Perpetuem per hour throughout the ride, I didn't need to take time to eat solid food other than on-bike nibbling of energy bars (1/4 bar per hour). This allowed me to "grab and go" at the rest stops taking just enough time to get water, mix Perpetuem, use the toilet and ride away. This worked great and allowed me to stay with the front group longer.

During the second half of the ride I thought the liquid-only diet was not working as my stomach started complaining after Nice. What was worse was I was getting "rummy" and as we approached Ukiah was starting to have trouble holding my line. My energy was good, but my bike handling was not; as we approached Cloverdale it got so bad that I almost swerved into an oncoming vehicle, giving us all a scare. Scott earlier had told me that on his last 600K he got a room at a motel, mid ride, and got a few hours sleep before

continuing. I decided to do just that and bid them farewell in Cloverdale. I finished the next morning with a half and hour to spare.

I got a chance to discuss this situation with Bob Redmond while enjoying some food at the end. He thought that my stomach and bike handling symptoms may have been the result of dehydration. Later as I went over the ride in my mind, I realized that I had peed at every controle on the way out, but did not pee at all on the way back even though I thought I was consuming enough water.

All-in-all it was a great experience and another step toward, what I hope will be, a successful TT. When I stopped in Cloverdale I had ridden 215 miles with 12,000' of climbing in 16 total hours.

- Jeff Burton

Our 400 km (250 mies) brevet was held this weekend in the first real heat of the season. There was a 15 signed up but a bakers dozen at the 7am start including a fixie, a recumbent and a tandem. Bob Puckett, Jose Mundo, Jeff Burton, Mike McGuire, and David Strong from our own SRCC set out with 5 riders from Davis and 3 from San Francisco clubs. The route would take them from the Hilton Inn by the Santa Rosa airport to Clearlake and back. The time limit for this distance is 27 hours, or 10am the next morning. Yes, setting off at 10am early chill, stripping down and stowing clothes during the heat of the day and lights for riding through the night. Controls, typically mini marts or such where they can restock fuel and fluid, are set along the route where they must stop and obtain a receipt to prove they were on route and on time. Controls were set at approximately 30 mile intervals in Cloverdale, Ukiah, and Nice. Hopefully you can see the route here: <http://tinyurl.com/csbl5h>

Jose brought his homing pigeons to release. We've never had such opening ceremonies before. I had to chuckle (and not look up) thinking of Bill O's vulture encounter. What pigeons lack in size they can make up in numbers.

I got my first call shortly after noon. One of the riders had turned around before Nice and was heading back. He would wind up spending the night in Ukiah. The heat had taken it toll on the first rider. Another rider had been texting his wife throughout the day and the riders were definitely on a slower pace than I expected. I'm was glad to hear that the riders had teamed up during the evening on the return into basically 3 groups.

The second update came around midnight. Jeff Burton was having difficulty staying awake. He was so close, already in Cloverdale 36 miles out when he wisely chose to take a room. There was plenty of time for a full sleep stint until sunrise and complete the ride in time.

First riders, including Bob and David, came in at 00:30. I don't know what their actual riding time was. It must have been quite a site seeing a fixi and a bent pacing each other. A BIG shout out to Bob - his longest ride in distance and time. He looked knackered but proud. Not a big fan of night riding... yet. Maybe after some recovery time he might be ready

to complete the series with a 600 km ride. With some better lights and reflective material he should be good to go. Hopefully we'll get some info from him soon.

The second group came in at 02:30 and the final group at 07:40, which included Jose and Mike. Jose is the consummate rando rider. I have never known him to complain; he is the master of pacing so that the you can take in the experience and remember it the next day. Always surprising me with what is stashed in his saddle bag he has never been at a loss. On each of our brevets now he has shepherded riders home to their personal best. On this day he returned home with Lisa and Mike on their longest event.

The lantern rouge goes to Jeff Burton returning home just 20 minutes before the closing time. He looked great after the sleep. Jeff and I already talked, but I think he went out a little too hard for the longest ride of his career, especially on this warm weekend. He may have needed more water and less calories with the heat and intensity of the lead group. He will test himself and fine tune things over the next month as he prepares for the 600k making him eligible for the Super Randonneur award should he complete the series.
http://www.rusa.org/award_sr.html

- Bob Redmond, RBA

I would like to thank Bob Redmond for the great job he did putting this ride together. The route was great and the milage was right on. We had a head wind from time to time, and did get a little hot in Lake County. I had a good ride. The ride time wasn't to long , It's the time you spend at Safeway trying to figure out what to drink and eat. It was an interesting ride, several hours of night riding. The food at the Hilton was great, thank again.

- Bob Puckett

I wanted to thank you for such a wonderful 400k. The route was great, I really enjoyed the quiet roads, the controls every 30 - 35 miles actually made the day go by much more smoothly, I never had to be concerned about refueling, or water, since a stop was always a couple of hours away. I actually prefer more controls than fewer. In the case of the Davis brevets, the controls can be 100k apart, which can make for a different sort of challenge on top of being fatigued from cycling.

So, thanks my friend, loved that the ride ended at the hotel, and thanks for all your hospitality.

- David Strong

I have never ridden start to finish with another rider, and the idea of pairing a recumbent and a fixie seems a bit um...impractical, but it worked and I had a great time. The course was great with a few climbs, and some nice rollers. I really enjoyed Chalk Hill road, and

even the section of 101 was scenic. It was my first 400k and all the roads, with the exception of Alexander Valley, were new to me.

I am glad that Bob encouraged me to stay and rest a few hours before the drive. I never made it to Yoga, but I had enough energy when I got home to inflate the kiddie pool and watch my kids play. Of course, this is while I hung out in the shade and ate vanilla ice cream drenched in espresso.

- Mark Engebretson

Hi Bob, Thanks again for putting on the 400K brevet. I don't know if it was heat, age, or lack of longer distance training, but I had a tough time from about Robinson Rancheria to the turn and back. Lisa and Jose were a big help with their companionship during some long hours. I rode by myself, in front of them, from Ukiah to the finish, like a horse to the barn. My muscles weren't especially tired, but food and drink brought no comfort, so I just kept on pedaling. I had a great shower and nap when I got home. I'll get back on my bike tomorrow or Wednesday. Best wishes,

- Mike McGuire

<http://picasaweb.google.com/themcphates/SantaRosa400K41809#>

- Lisa McPhate