

ULTRACYCLING

THE VOICE OF THE ULTRAMARATHON CYCLING ASSOCIATION

FALL 2011

V.20.02

SAMIM RIZVI COMPETING IN
THE IGNAGRUAL TEAM SHIFT
ULTRA 808 626 IN INDIA.



WORLD CUP OF ULTRACYCLING

24-HOUR WORLD CHAMPIONSHIP

November 5, 2011: | 24 H | 30 PTs | CA, USA
www.souleventsusa.com

TEAM SHIFT ULTRA BOB 626

November 18, 2011: | 626 KM | 30 PTs | India
www.teamshift.co

8 LAPS OF LAKE TAUPŌ

November 23, 2011: | 1280 KM | 75 PTs | New Zealand
www.cyclechallenge.com

2012 EVENTS

SEBRING 24-HOUR NON-DRAFTING

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

TEXAS HILL COUNTRY 600 KM

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

TEAM SHIFT ULTRA BOB 626

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

HEART OF THE SOUTH 500

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

MONTELLO 24-HOUR CHALLENGE

April, 2012: | 24 H | 30 PTs | Italy
www.montello24h.it

RACE AROUND SLOVENIA

May, 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 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

FIREWEED 400

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

UK 24-HOUR CHAMPIONSHIP

July, 2012 | 24 H | 30 PTs | UK
www.cyclingtimetrials.org.uk

RACE ACROSS OREGON

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

RACE AROUND CENTRAL EUROPE

August, 2012 | 1175 KM | 75 PTs | Poland
www.eurorace.cz

TORTOUR NONSTOP CYCLING AROUND SWITZERLAND

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

RACE AROUND AUSTRIA

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

UK 12-HOUR CHAMPIONSHIP

August, 2012 | 12 H | 15 PTs | UK
www.cyclingtimetrials.org.uk

HOODOO 500

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

ULTRA MIDWEST 24-HOUR CHALLENGE

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

RACE AROUND IRELAND

September, 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

ULTRACycling

THE VOICE OF THE UMCA

FALL 2011 | V.20.02

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MEMBERSHIP IN THE UMCA

Includes entry into the Ultracycling Cup and a subscription to *UltraCycling* for the calendar year at the following rates (US\$):

One Year Receiving **PDF** version of *UltraCycling*: \$35.00
One Year Receiving **PAPER** copy of *UltraCycling*: \$45.00

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See the form located on the inside back cover.

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UMCA

MESSAGE FROM THE BOARD

Members:

I am writing to introduce myself and also to fill you in on the latest developments with the UMCA.

My name is Douglas Hoffman and I have recently been appointed Executive Director of the UMCA. I have been appointed on an interim basis as with the coming board elections we felt it would be valuable for me to develop a relationship with the new Board members before making any appointment permanent or long term.

I arrived as a board member about six months ago and was brought in part because of my love of the sport and the work that the organization can do to support it, and also because of my years of experience as a business consultant, board member of other organizations and Executive Director of one. I am no expert in how to run this organization. The UMCA's needs may well be unique, but I do have some experience in identifying the needs of organizations and finding ways to meet those needs.

In the time I have been on the board, I have noticed that there is a common commitment to the sport and that the organization as a whole has lacked a clear vision for what it is committed to for some time. We have also lacked clear systems for managing the services we have promised to our members and as such have failed to deliver things like clear and effective communication, the Magazine on time, and other items. Please understand, it is not my intention here in to lay out the entire history or shed light on all of the details, merely to acknowledge what has been and to point towards a future that is worth working for and finally to ask for your help.

THIS HAS BEEN A VERY HARD YEAR for the UMCA. The challenges started long before but let me begin about a year ago. The transition to a new managing director was not an easy one. The relationship between the new MD and the then President was difficult at best and in my opinion the board did not take a powerful stand for any particular path. The two of them disagreed profoundly on many things and in the end, both left the organization's leadership, neither of them feeling taken care of or supported. This process took a long time to unfold and during that time precious little was accomplished. In the absence of clear leadership, nothing much happened. Following this transition period which was complete in February, when John Ceceri resigned, the existing board members elected Russ Loomis as President and I was nominated to and joined the board. And the board members set out to gather all of the necessary information for our most basic legal compliance and survival. The documentation of our legal status, tax history and other necessary items were not received quickly or in a manner that made it easy to understand. To make a long story short, we spent most of 2011 so far, sorting out the past, dealing with implications of past decisions and attempting to provide some level of service to our members. In this last matter, the service to our members, we have not done a great job. It is not for a lack of intention.

The vast majority of our board will complete their terms this year and a new election is coming in the beginning of the year. The

past board members have clearly given what they could to get the organization through this and in my opinion, they have served well. This includes those members who left in times of challenge.

I am clear that passionate people fought hard to have the organization go the way they felt was best and I believe that

there was not one moment of bad intention involved. I take this moment to thank those who have served in the past for so doing and those who are currently sitting in positions of responsibility, board members, program chairs etc., for their commitment to the organization and for the value it has given to me personally and to the rest of membership.

Going forward, if we elect people who have a real interest in the future of the organization, we will come back quickly and grow fast. If we elect people who want to debate how things should be more than actually making them happen, we will continue to flounder.

All of that said, I am very enthusiastic about the future of the UMCA. I believe we have been through the storm and it is time to take the initiative, envision the future of the organization and develop a consistent, strategic approach to moving the organization forward. I am 100% sure that we can do this and it is going to require the support of membership. We need real board candidates who understand that compromise and work, are the keys to our success. We need membership to voice their opinions in a way that supports the board going forward. We need new ideas and people who will chip in and take on the officerships and other positions that are critical to the success of the organization, replacing people who have served for years, tirelessly as officers of the board or who have managed programs that serve the members.

Again, I say, this has been a hard year for the UMCA, but we are ready to put out the call for new leaders and managers, people who will take a hand in the future of our UMCA.

I hope this answers some of your questions. If there are any more, it seems best to answer them as they come. Please direct them to me and to Russ and between us we will respond as quickly as possible and always within a week. Please also think about whether now is the time for you to step up and take part in making this the organization you would like to see.

I promise personally, that as long as I am on the board, we will handle our communication with you in a manner that reflects our commitment.

Sincerely,

Douglas Hoffman

Executive Director, UMCA

ExecutiveDirector@UltraCycling.Com

Ride Lots, Have Fun, Stay Safe



30th Year

NATIONAL 24HOUR CHALLENGE

June 16-17, 2012
Middleville, Michigan

A personal best bicycle endurance event. Held annually on Father's Day weekend since 1983. Low traffic route in scenic Barry County. Three loops: 121.6 miles, rolling to hilly; 23.7 miles rolling; 7.5 miles mostly flat night loop. Traditional bagpipe send-off.

- ◆ **24 Solo Classes:** Male & Female, 18-24, 25-29, 30-34, 35-39, 40-44, 45-49, 50-54, 55-59, 60-64, 65-69, 70-74, 75+
- ◆ **3 Tandem Classes:** Male, Female & Mixed
- ◆ **2 Recumbent Classes:** Solo & Tandem
- ◆ **Medals to 3 Places in Each Class:** Siegel Silver Bowl to Overall High Mileage Solo Male & Female
- ◆ **Mileage Pins:** 200, 250, 300, 350, 400 & 450
- ◆ **1,000 Mile Jersey**
- ◆ **Certificate of Verified Mileage, Results Booklet, Your Name and Mileage in The Record Book**
- ◆ **Free Indoor/Outdoor Camping & Showers, N24HC T-shirt.**
- ◆ **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

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

February 18 - 20, 2012



2 races 3 divisions
bike, foot
and ski

www.susitna100.com

UMCA ELECTION RULES AND PROCEDURES FOR BOARD ELECTIONS

Elections for positions on the UMCA Board of Directors will begin soon. There will be eight (8) vacancies. Some current board members are term-limited; some may opt to run again.

CURRENT BOARD

Russ Loomis, President | president@ultracycling.com
John Jurczynski, VP | vice-president@ultracycling.com
Nancy Guth, Secretary | secretary@ultracycling.com
Marko Baloh | Drew Clark | Nick Gerlich
Chris Hopkinson | Doug Hoffman

ELECTIONS COMMITTEE

The Executive Committee of the UMCA Board will function as the Elections Committee. Additional non-Board members of UMCA may be appointed to the Elections Committee. UMCA members with an interest in serving on the Elections Committee should contact the president of the Board, Russ Loomis at president@ultracycling.com.

ELECTIONS COORDINATOR

The President of the UMCA Board will serve as the Elections Coordinator. The Coordinator will be responsible for all of the logistics of the election.

SCHEDULE

DECEMBER 1, 2011

Deadline for applications/nominations of prospective candidates.

JANUARY 1, 2012

Deadline for candidates to submit bio and two statements.

JANUARY 31, 2012

Deadline for distribution of candidates' statements and election information.

MARCH 1, 2012

Deadline for electronic balloting and postmark of mailed ballots.

APRIL 1, 2012

Election results certified and new Directors take office.

NOMINATING PROCESS

The UMCA is seeking candidates for the Board who are capable of providing strategic leadership for the UMCA and stewardship for our assets. Candidates may be nominated by the Elections Committee or may be self-nominated. UMCA members who wish to nominate other UMCA members for the Board should extend the courtesy of contacting the prospective nominee first.

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

1. UMCA member for at least three years so that the individual is familiar with the UMCA and the issues we face.
2. History of substantial volunteer service in the UMCA or another cycling-related not-for-profit, indicating that the member will be an active Board member.
3. Familiarity with the issues of management and governance (legal

issues, board operations, etc.), preferably through service as an officer/director/trustee of a corporation. Similar experience with a not-for-profit is a plus. This indicates that the member understands governance and the role of the Board.

APPLICATION

All nominees/candidates are requested to send an application electronically. The application should have three parts:

1. Bio information: include the full name, postal address, email address and date of birth of the member.
2. Extended statement (600 word limit): This statement will be made available to membership on ultracycling.com including (if the candidate wishes) an e-mail link and phone number to enable members to contact the candidate. The extended statement should include:
 - a) Describe how the member meets the three criteria (above).
 - b) Explain why the member is interested in serving on the Board.
 - c) Candidates are encouraged to send a photo, but that is not required.
 - d) Disclose any significant relationship(s) with current Board members or other known candidates for election.
3. Brief statement (200 word limit): This will be included with the ballot. In this Brief Statement, the candidate may summarize from their extended statement.

Applications/nominations must be sent to the Elections Coordinator. Interested members are encouraged to apply early and applications must be received by the date shown in the Schedule.

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 the statement with the ballot and/or the statement on the website.

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

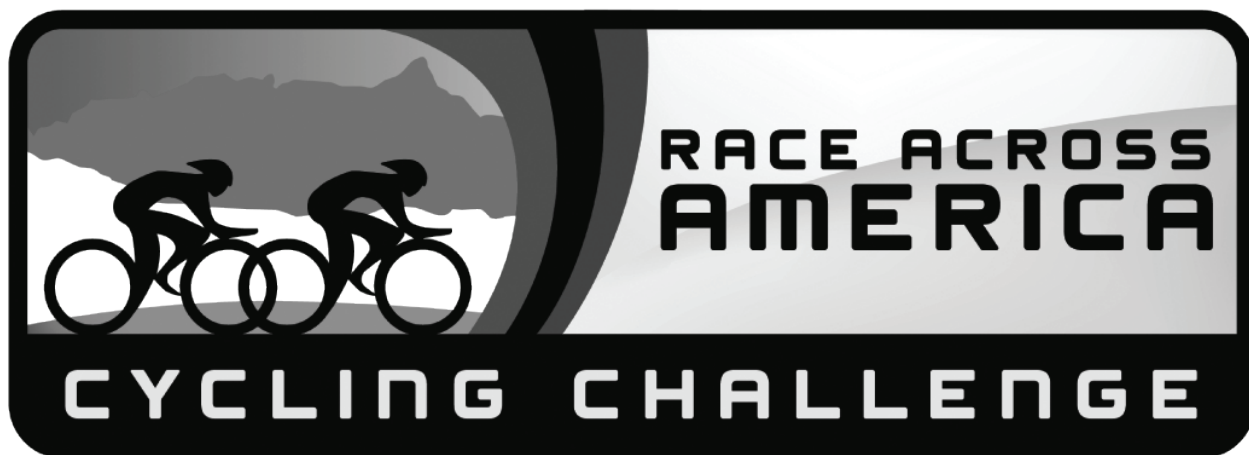
The Elections Committee may determine that some electioneering actions are not permitted. If so, the committee will inform the membership.

DISTRIBUTION OF BALLOTS

The ballot and candidates statements will be posted on the website.

Voting by Electronic Ballot or by Mail

The ballot, candidates' information and voting procedures will be posted on the website by and at the same time voting information will be mailed to the members. Members may vote either by electronic ballot or by mail (but not both).



200mi & 400mi RACES

400mi races are RAAM Qualifiers

Registration Information:

RAAMCHALLENGE.COM

2011

S. CALIFORNIA OCT 28-30

FLORIDA NOV 11-13



2012

TEXAS MAR 16-18

NEVADA APR 13-15

MINNESOTA AUG 17-19

COLORADO AUG 24-26

N. CALIFORNIA SEP 7-9

OHIO SEP 28-30

OREGON OCT 5-7

S. CALIFORNIA OCT 26-28

FLORIDA NOV 9-11





THE 30TH ANNIVERSARY RACE

BY RICK BOETHLING

Thirty years of RAAM lore, history, facts and famous figures converged in Oceanside, CA this June to celebrate and kick-off the 30th anniversary edition of Race Across America and the 4th Race Across the West.

This year's RAAM saw the largest field ever. You could feel the energy running high throughout the Pacific Ocean start line venue. All the emotions before a big race – excitement, nervous anticipation and exhilaration – were the highest we've ever seen. Adding to the experience were the presence of the original four racers – John Marino, Michael Shermer, John Howard and Lon Haldeman – as well as RAAM legends, Seana Hogan and Pete Penseyres. They attended pre-race meetings and rode the first portion of the race with the Solos and Teams.

While the racers of 2010 experienced particularly challenging weather, 2011 presented the riders with mostly mild and unremarkable weather. This is probably a factor in the "record-braking" finishing rate for the Solo field of just over 73%. Historically, the finish rate for the solo field has hovered around the 50% mark. The finish rate would have been even higher had several racers who came very close – some within minutes – been able to make the time cutoff.

As with the 2010 race, this year was also remarkable in the

number of new records achieved by the racers. For a complete list of RAAM Records go to raceacrossamerica.org.

THE CROWNING OF A NEW CHAMPION

One of the greatest tragedies of 2011 was that RAAM's reigning champion; Jure Robic would not stand on the start line to defend his title and battle for victory number six. Jure Robic passed away unexpectedly in September 2010 while returning to his home in Slovenia from a routine training ride. Although the 2011 race was dedicated in his honor and his presence notably missed, the stage had been set to crown a new RAAM victor.

The top contenders included Gerhard Gulewicz (AUT), Marko Baloh (SLO), Mark Pattinson (USA), Alberto Blanco (USA) and Christoph Strasser (AUT). Of this group, only Blanco, although a notable road racer, was a true unknown among the RAAM favorites as this was his rookie year. However, it remained unclear who would ride away with the victory. The one thing the favorites had on their side, with a combined 15 RAAM years to their credit, was experience; an extremely important factor in being successful on the often grueling and unforgiving RAAM course.

The race started fast and furious with Baloh, Strasser and Gulewicz, along with long-shot Brett Walker (USA) moving to the front of the pack quickly. It would be Baloh, Strasser and Gulewicz who would continue to push this punishing pace of around 20 mph



Team TDL- Organ Re-Cyclers.



Chris Strausser riding through the night on his way to victory in the 2011 RAAM.

well into Arizona. In fact, Baloh and Strasser posted the fastest times in RAAM history over the first 600 miles.

In the end, Strasser would emerge victorious, with the 3rd fastest pace in RAAM history of 8d8h6m (14.94 mph). Gulewicz fought to the bitter end, literally riding to complete exhaustion in his efforts to be named RAAM Champion. He dropped out of the race a mere 315 miles from the finish citing exhaustion as the reason but not before he pushed Strasser and himself to their limits. Mark Pattinson quietly stole 2nd place from Marko Baloh by slowly working through the field and riding a consistent effort to finish in a time of 9d0h41m (13.8 mph). Baloh would finish in 3rd place for the second time just behind Pattinson in a time of 9d2h59m (13.65). Alberto Blanco would earn 4th place honors and Rookie of the Year for his 9d7h27m (13.38 mph) endeavor.

The “Under 50” crowd was not the only group to put their mark on the 30th Anniversary event. Alessandro Colo (ITA) established a new 50-59 solo record with a time of 9d11h2m (13.17 mph), good enough for 5th place overall finish. The top 3 finishers in the solo male 50-59 division were Nik Zeindler (SUI) with a time of 10d3h39m (12.27 mph) followed by Valerio Zamboni (ITA) in his second RAAM attempt who finished with a time of 10d18h59m (11.54 mph).

As remarkable as any group of the field were the men who comprised the 60-69 age group. In years past, no one would believe that “grandpa” would be able to ride from the Pacific Ocean to the Atlantic in under 13 days. But, the baby boomer generation has shifted its efforts and focus to keeping themselves in great health. This year the only group to have a 100% finish rate was the 60-69 solo men. Congratulations to 3-time finisher and 60+ record holder David Jones who won the division in a time of 12d7h10m (10.13 mph), Dave Elsberry finished in 12d16h7m (9.83 mph) and the crowd favorite Dex Tooke finished with a time of 12d19h46m (9.71 mph). David Jones broke his own record as the oldest solo RAAM finisher pushing the record out to age 64.

In 2006, after becoming the oldest solo finisher at 61, Fred Boethling, who later became RAAM owner and President/CEO, said he thought there would be a 70-year old solo finisher within 10 years. Anything is possible.



Leah Goldstein on her way to victory in the women’s race.

Also, it should be noted there were three racers painfully short of the time cut-off, Samim Rizvi, Mickey Campbell and Brian Welsh. Had these three made the cut-off the DNF rate would have been even more remarkable.

However, the men were not racing alone, the women’s group also lined up a group of impressive endurance cyclists. The race favorite was rookie Leah Goldstein (IL) who has dominated at shorter distance endurance cycling events over the last several years.

Goldstein made it clear that she had her sights set on Seana Hogan’s record of 9d04h02m (13.23 mph). However, Goldstein would have to contend with another known powerhouse, Caroline van den Bulk, in her bid to become RAAM champion. As the race unfolded, van den Bulk would withdraw from the race early on and Goldstein would become RAAM champion in a time of 11d4h41m. Goldstein started on record pace and mounted an impressive effort toward her goal of the 9-day mark until she developed Shermers Neck. She managed to suffer through an incredible amount of pain to finish and be named RAAM champion.

The Women’s 50-59 division was led by RAAM veteran and



Randy Mouri after his finish.



Team Korea.

finisher Janet Christiansen (USA) along with rookies Kathy Roche-Wallace (USA) and Debbie Tirrito (USA). In the end only Roche-Wallace would finish the race, setting a new solo female (50-59) division record in the process with a time of 12d15h59m (9.83 mph).

Solo RAAM is a test of one's entire being. It is not just a physical or mental fight but also an emotional and spiritual endeavor. Success is not a given, even for those racers who have previously proven themselves on this course. Lining up on the start line takes courage, self-confidence and absolute determination.

Perhaps knowing that the racers who choose to take on the world's toughest bicycle race as solo competitors, and do so with odds that are not in their favor, against an unforgiving course, along with the fickleness of mother nature, and the limits of their own bodies, is what is so fascinating about this race. Finishing is not guaranteed and it is beyond what most people would consider beyond the limit of human potential. Yet time and again racers prove the impossible to be possible leaving the boundaries of human achievement open for discussion.

TEAM RACES – PATRIOTISM, PERSEVERANCE AND PRIDE

One might use the words “patriotism, perseverance and pride” to describe what would unfold in the team field. Although with 53 teams racing in the 30th Anniversary edition of Race Across America, an increase of more than 35% over last year's field of 39 teams, it is difficult to narrow down the most outstanding stories or impressive finishes.

This year's race hosted teams from 11 countries, including the United States, United Kingdom, Germany, Brazil, Canada, Korea, Slovenia, Denmark, Bulgaria, Switzerland and Ireland, with riders ranging in age from 14 to 66. The most notably absent team was reigning 8-person team champions, Team Type 1, who while working on building their professional race team, decided to sit this one out, leaving their record and title up for grabs.

One aspect of Team RAAM is that many (well over 80% of the entries) of the teams race for a cause that has significance or personal importance to their team. RAAM racers literally raise millions of dollars for various charitable causes around the world and create awareness for these entities that cannot be measured in mere dollar signs.

In fact, the biggest story of the 8-person field was the battle between Team 4Mil (USA) and Strategic Lions (UK). Team 4Mil raced to raise money and awareness for the Wounded Warrior Project while the Strategic Lions were racing to raise money for their British equivalent, Help for Heroes.

Ultimately, the new kids from the United Kingdom, Strategic

Lions, would win the 8-person division in 5d9h14m (23.13 mph) a pace just shy of Team Type 1's record of 5d9h03m (23.38 mph) set in 2009. Team 4Mil would finish shortly behind them with another strong performance of 5d12h05m (22.63 mph) and would win the Armed Forces Cup in the process since all team members were or are currently serving members of the armed forces.

Finishing in 3rd place in the 8-person division was a “rookie” version of 6-time team racers Team ViaSat who opted to switch riders on their team this year in an effort to give more people in their company a chance to compete in RAAM. All 8 racers on Team ViaSat work for the Carlsbad, CA based company. They finished with a time of 5d19h08m (21.49 mph) and were the recipients of the Corporate Challenge Cup.

The race for the 4-person male championship was nothing short of an epic battle across the country with three teams fighting for top honors. In fact, the fastest three 4-man teams beat all but the top two 8-person teams. First place honors went to Allegiant Air Cycling (USA), back for their 2nd RAAM with a finishing time of 5d11h17m (22.77 mph). They completed their endeavor just ahead of Team 4Mil to finish 2nd overall in the race. In 2nd place for the division was Team Feat– Data Techniques (UK) in 5d13h29m (22.4 mph) and right behind them in 3rd place was the Swiss team nettoshop.ch (SUI) with a time of 5d15h19m (22.09 mph). Although none of these teams broke the long-standing 4-Man team, they weren't far off record pace.

Speaking of records, once again it was the “AARP crowd” that dominated the record books this year with three (50-59) age group records and two (60-69) age group records falling by the way side in impressive fashion. Additionally, Nancy Guth and Mary Florian of RAAM Boomers (USA) set a brand new record. The Boomers achieved their record-setting victory in 9d13h37m (13.02 mph) becoming the first women in the (60-69) age group to complete 2-person RAAM.

Racer Sportif (CAN) set a new 2-person male (50-59) record with a time of 6d23h21m (17.86 mph) and the RAAM-experienced Hoosiers 2 (USA) shattered the 2-person male (60-69) record in a time of 7d1h35m (17.63 mph). The 2-person male (60 -69) record was previously held by RAAM President/CEO, Fred Boethling, and teammate Dan Crain.

Setting the record in the 4-person Female division was the Raw Milk Cats (USA), in a blazing fast time of 6d11h34m (19.22 mph) and RAAM veterans, Buchholz goes America (GER) set the 4-person Mixed (50-59) record in a time of 6d13h57m (18.93 mph).

Perhaps one of the most notable factors in this year's team races was the number of teams who faced and overcame some sort of hardship simply to make it to the finish line.

One of the truly impressive stories among this year's team field was a German team by the name of Team Andreas Niedrig, an 8-person team. You might find it odd that an 8-person team was named after one man. However, once you learn that, Andreas was slated to race Solo RAAM, but was injured a week before the race while walking his dog, and found himself in the hospital having surgery instead of racing his bicycle across the United States, you begin to get a clearer picture of what this team did to succeed. The riders, who eventually became “Team Andreas Niedrig,” were his crew members, originally scheduled to be physical therapists, drivers, mechanics, nutritionists, etc., instead

found themselves called “RAAM racers” on very short notice. They completed the race in an impressive 6d15h46m (18.71 mph) and did so while racing on only 5 bikes since they did not have enough equipment for the entire team.

Other teams that faced and endured hardship along the way include the 2-person mixed team, Ride For Your Lives, when racer Katie Spatz broke her pelvic bone just prior to the race. With the help of a few friends and a switch to the Open division, the team completed the race in 7d16h59m (16.16 mph) with Katie racing on a hand cycle for her part of the ride. Team Korea, another 2-person team also finished under pressure when one of the two riders was injured in an accident and unable to ride for some time. So, they switch gears and rode as a solo team until the injured rider was prepared to return to the race, which they completed in 8d1h12m (15.47 mph). Team4Gone also finished the race one rider down due to an injury with a finish time of 7d5h17m (17.25 mph). Finally Team Youghal lost a rider off their 8-person team before the race started in Oceanside, but they pressed on to finish in 7d14h5m (16.42 mph).

We’ve now talked about patriotism, shown the perseverance endured by many of these teams during their race, but one team stands out for its sense of pride – UTAC Velo-Team4HIV+ (USA, AUS) was a 4-person male team and 3 of the teams 4 racers are HIV+. Their goal: show the world that being HIV+ is not a death sentence but that people living with the disease can live healthy, happy and productive lives. They also hoped to do their part to reduce the stigmatism that people living HIV+ face every day. They successfully completed their RAAM bid in 6d6h34m (19.85 mph), a time good enough for 8th place in their division.

Finally, Team RAAM is about nothing if it is not about logistics. Taking the prize for most complicated race logistics must go to multi-time RAAM racer, Tim Skipper and his Team JDRF. The 8-person Tandem team racing for Juvenile Diabetes completed the race with 16 racers, 8 tandem bicycles and a multitude of crew members. They broke their own 2009 record with a time of 5d20h19m (21.31 mph).

In Team RAAM many people, including the racers, often make great sacrifices for much more than just the right to say they are RAAM Finishers. Teams often use RAAM as a platform to promote great causes throughout the world. RAAM can be, and often is, a stage for teams to affect the world around them and to have an impact far greater than one might expect from a simple bike race.

AWARDS

PETE PENSEYRES AWARD (FASTEST MALE):

Christoph Strasser (AUT)

SEANA HOGAN AWARD (FASTEST FEMALE):

Leah Goldstein (ISL)

MALE ROOKIE OF THE YEAR:

Alberto Blanco (ITA)

FEMALE ROOKIE OF THE YEAR:

Leah Goldstein (ISL)

KING OF THE MOUNTAINS (BEST CLIMBER – 3 STAGES):

Christoph Strasser (AUT)

QUEEN OF THE MOUNTAINS (BEST CLIMBER– 3 STAGES):

Kathy Roche-Wallace (USA)

KING OF THE PRAIRIES (BEST TIME TRIAL – 3 STAGES):

Thomas Lavalle (USA)

QUEEN OF THE PRAIRIES (BEST TIME TRIAL– 3 STAGES):

Leah Goldstein (ISL)

JIM KENNEDY TROPHY (FASTEST TEAM):

Strategic Lions (UK)

JIM PITRE CUP (FASTEST CORPORATE TEAM):

Via Sat (USA)

LON HALDEMAN AWARD:

Swift and Bold (UK)

IAN SANDBACH AWARD (BEST SPIRIT OF RAAM):

Mickey Campbell (AUS)

LEE MITCHELL AWARD (BEST CREW):

Tie between Buchholz Goes America (GER) and Team Korea (KOR). We couldn’t decide, they were both great!

ARMED FORCES CUP (TOP PLACING MILITARY TEAM):

Team 4Mil (USA)

BIKE CLUB CUP (TOP PLACING BIKE CLUB):

Allegiant Air Cycling Club (USA)

JURE ROBIC AWARD:

Steven Perezluha (USA)

FINAL THOUGHTS

All in all, we’d rank the 30th anniversary RAAM as the best race so far. We look forward to continuing to improve the race each and every year. We have one simple goal – make the Race Across America the best bicycle race in the world, bar none.

Congratulations to all of the 2011 racers and crews!

Thank you to everyone who continues to help in this endeavor – racers, crews, families, friends, fans, the communities we touch, the volunteers and staff. None of this would be possible without the hard work of many, many people.

We look forward to seeing you in 2012!

The 2012 Race Across America will start on June 12th. For complete results and more information visit www.raceacrossamerica.org.



Kathy Roche-Wallace, Queen of the Mountains.

2012 REGISTRATION



**Race Starts
June 12**

RACEACROSSAMERICA.ORG



**Race Starts
June 13**

RACEACROSSTHEWEST.ORG



REGISTER TODAY!

RACE ACROSS THE WEST

"THIS RACE IS SERIOUS, THIS RACE IS CHALLENGING, THIS RACE IS FUN AND THIS RACE IS HERE TO STAY."

BY RICK BOETHLING

Race Across the West (RAW) completed its 4th year with a serious statement; announcing to the endurance cycling world that this race is serious, this race is challenging, this race is fun and this race is here to stay.

This year's Race Across the West, an 860-mile journey over the first third of the RAAM course was not only a true international event but also one that brought some of the best endurance cyclists in the world to the start line. Lining up with the RAAM solo racers for their start were riders from six different countries including the USA, Canada, Ireland, Switzerland, Mexico and the United Kingdom. The field included 2-time RAAM champion Dani Wyss (SUI), Lorena Salas Ramos (MEX), the first person from Mexico to race RAAM or RAW, along with other RAAM veterans, Peter Oyler (CAN), Ann Wooldridge (UK), Mike Dunlap (USA), All Wheels 4 Fibromyalgia (USA) and Tim Case of RAAM Racing (USA).

Dani Wyss decided to race RAW as opposed to Solo RAAM as he was recovering from a serious mountain biking accident that resulted in a broken leg and multiple surgeries; the last of which was only three months before the start of the race. Canadian Peter Oyler, another RAAM finisher and impressive endurance cyclist in his own right would mount the strongest competition against Wyss in the solo field.

Wyss managed to set an impressive new record for the Solo Men's Division with a time of 2d0h29m (17.69 mph), shaving nearly 12 hours off the record set by Thomas Lavallee (USA) in 2010. Oyler finished in 2d7h50m (15.36), a time that also broke the previous standing record. Oyler exhausted himself in his race against Wyss. The former RAAM racer literally rode across the finish line and collapsed. Peter Oyler's father commented that, "this race was much harder for Peter since he was racing to win, unlike RAAM where he raced to finish."

For the first time in the event's history, a woman crossed the Finish Line. Joan Deitchman (CAN) became the first official RAW solo female finisher with a time of 2d22h58m (12.08 mph). Also making history in the women's field was former RAAM racer and 50+ female transcontinental record holder, Ann Wooldridge (UK). Wooldridge won the female 50-59 division in a time of 3d2h23m (11.53 mph).

There were other notable achievements in the solo field as well, which included the record setting recumbent ride by Dennis Johnson (USA) in the solo male 50-59 Division who finished in 2d17h56m (13.01) just behind the 2011 RAW rookie of the year winner and solo male 50-59 division winner David Ophel (USA) completing the race in a time of 2d11h35m (14.39 mph). Also worth mentioning was racer Jose Bermudez (USA). Bermudez

was supposed to race RAW in the 2-man division, but when his partner was unable to race, Bermudez stepped up and took the challenge on solo. He finished in 3d14h22m (9.93 mph).

RAW team records continue to be set and broken. New records were set by the 2-person mixed (under 50) team All Wheels 4 Fibromyalgia (USA) finishing in a time of 2d2h4m (17.13 mph) and the 4-person mixed (50-59) division by Team WattsUp (CAN) in a time of 2d1h44m (17.24 mph). Team WattsUp was coached and led by RAW solo rider, Peter Oyler.

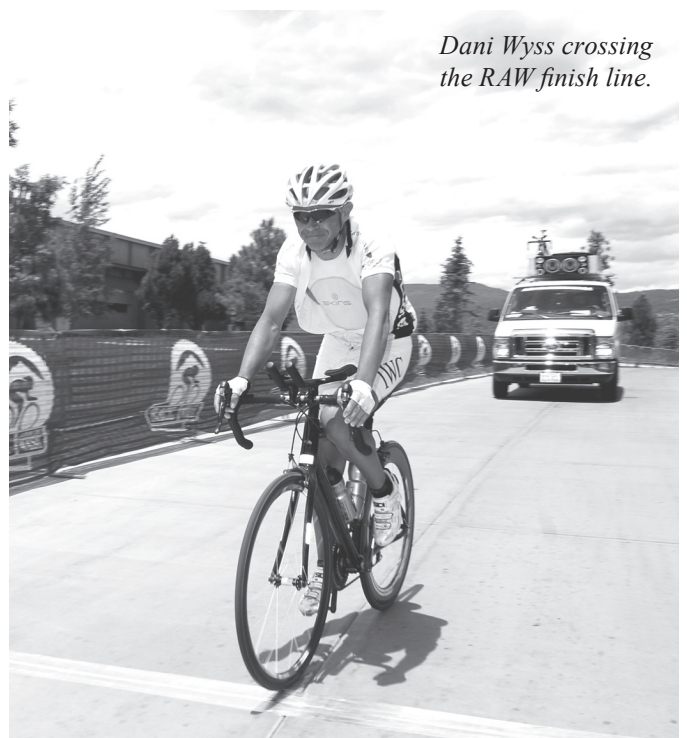
Finally, winning the 2-person male (under 50) division was Team Secant (CA) in 2d1h21m (17.38 mph) and the prize for the 4-person male (under 50) division went to RAAM Racing (USA) with a time of 1d21h57m (18.66 mph).

Congratulations to all of our RAW finishers for your personal accomplishments and thank you for your part in making this year's event memorable. Many records were set and broken this year — we look forward to the future and to seeing whose names will be next in the record books.

The 2012 Race Across the West will start on June 13th. For complete results and more information visit www.raceacrossthewest.org.



Dani Wyss crossing the RAW finish line.



THE FIRST UMCA EVENT IN INDIA

BY KAVITHA KANAPARTHI

Team Shift's Ultra BOB 626 was held March 18-19, 2011, and was the first endurance race in India. It was not only a UMCA World Cup of UltraCycling race worth 30 points, but also a RAAM qualifier. The race was 626 KM.

With endurance racing in its nascent stages in India, two riders, the 41 year old Samim Rizvi and the youngest endurance rider of India, 17 year old Shobhit Banga, participated in the race. Samim won in 36 hours, while Shobhit sustained injuries in a fall at 260 KM and retired after valiantly trying to continue to ride.

The route, which 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.

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.

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.

The toughest part of the route, a 50km climb starting at 265 KM, is through a scenic hilly region which culminated in the town of Ooty, a hill station. The race was held with strict rules and guidelines meeting international standards, with marshals enforcing the rules and monitoring the riders for safety and sanctity.

NEXT RACE NOVEMBER 18-20, 2011

We're trying to expand our schedule and have decided to hold another version of the UltraBOB on November 18-20, 2011.

The route will be similar to the first one, but will include a steeper climb of 12 kilometers half way into the race. The course is beautiful and slightly rolling. The weather during



The winner, crew and officials.

November is extremely mild in India with Ooty, the half way point, being cold.

Once again, this edition will be part of the UMCA World Cup of UltraCycling (worth 30 points) and a RAAM qualifier. The qualifying time for RAAM will be 34 hours, with an overall time limit of 37.

We are also pleased to offer a prize package in three categories:

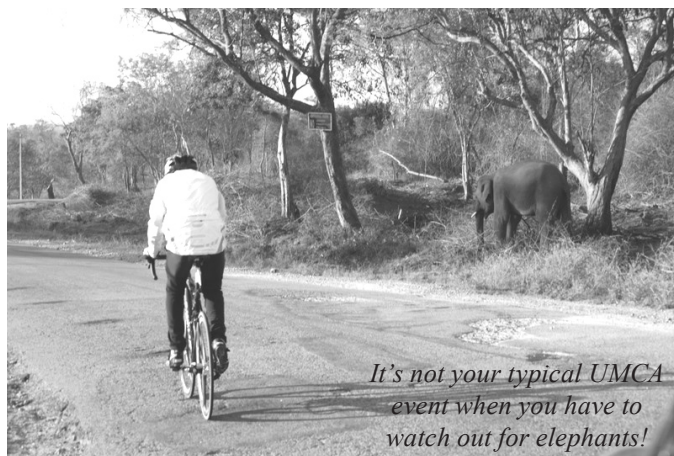
SOLO RIDERS: 25,000/Rs (~\$500), 20,000/Rs (~\$400), 15,000/Rs (~\$300) for first, second and third respectively.

2-PERSON TEAMS: 25,000/Rs (~\$500), 20,000/Rs (~\$400), 15,000/Rs (~\$300) for first, second and third respectively.

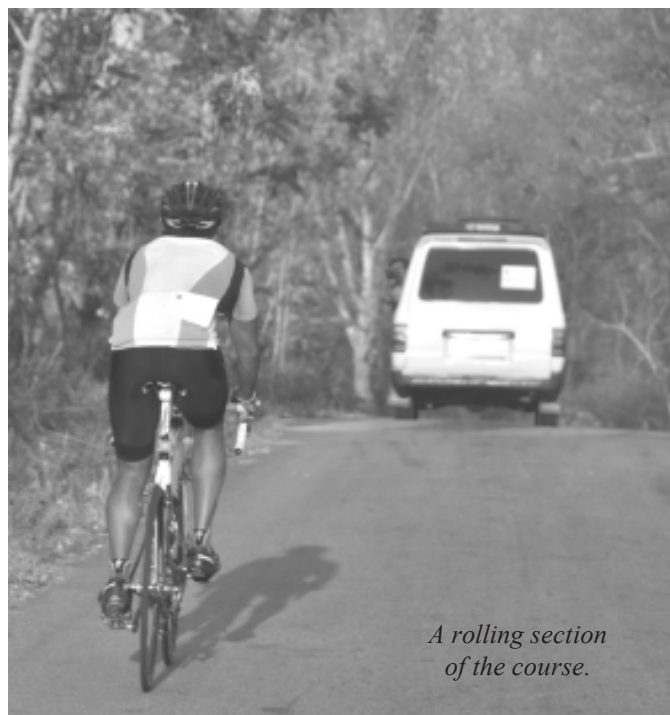
4-PERSON TEAMS: 25,000/Rs (~\$500), 20,000/Rs (~\$400), 15,000/Rs (~\$300) for first, second and third respectively.

If you can't race, we are looking for volunteers. If you're interested, contact us at: info@globeracers.com.

The next Team Shift UltraBOB 626 will be held November 18-20, 2011. For more information on this and their other events, or to register, go to: www.teamshift.co.



It's not your typical UMCA event when you have to watch out for elephants!



A rolling section of the course.



The Nutritionally Complete Meal Replacement/Energy Drink

A southern term meaning pep or energy



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 Perezhuella (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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1. 517 Calories per serving. Includes 94 grams of carbohydrates, 22 grams of whey protein and covalent bonded L- Glutamine and 4.5 grams of fatty acids. Protein/carbohydrate drinks have been proven to be superior in performance to carbohydrate only drinks.
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A RECAP OF THE INAUGURAL EVENT

BY KENNETH JESSETT

A brutal 6/12/24 hours of racing were endured by 28 cyclists at the inaugural Bessies Creek 24 bike race.

Scorching heat – Hades hot actually – and 19 MPH head winds for a third of the course greeted riders at the start of the race and gave notice of the battle of survival to come.

Eight riders started the 24 hour race and 4 managed to survive into the 24th hour. Four standard bikes and four recumbents battled it out for the ongoing standard v's recumbent supremacy. The recumbents won this round, with the fastest easy-boy recliner recording 434 miles and the fastest on an “oh my sore c.....h” standard bike coming in at 357 miles. I doubt if this will be the last word on which mode of HPV is the speediest, but the figures would indicate the upright bike fraternity are destined to watch the recumbents' race away into the future, in future.

The twelve hour race saw six solo men on standard bikes, one solo female on a standard bike, one female powered specialty trike, a four member male recumbent team, a mixed tandem team and a two member mixed standard team at the start line. Finish miles ranged from 126 miles for the solo female to 221 miles for the mixed standard team, 217 miles for the recumbent team, 189 miles for the solo male standard bike and a whopping 231 miles for the female powered specialty trike machine.

Three male racers and one female racer lined up for the six hour event, all on standard bikes. The female racer swept the boards and left the boys in her wake topping out at 102 miles. The men dragged themselves behind at 101, 84 and 63 miles. They said this wasn't the end of this story, and they will be back next year to correct the natural order of things. But I don't think the lady will be having any of that.

The weather was unseasonably hot for this time of the year. The normal temperature is expected to be in the 84 degree range whereas the actual high temperature experienced over the two days of the event topped out at 97 with a heat index of 103. Add to that the high winds which have become a staple in this corner of Texas for this entire year, and you have a very tough challenge. It is a testimony of the caliber of the ultra-distance riders who attended the race that even considering the grueling conditions, very high mileages were attained.

The riders were fueled through the generous donations of nutrition products from Hammer Nutrition, and like all such supplements they require careful attention from the racer to the needs of the body and to the weather conditions to ensure sufficient health safeguards and performance are obtained.

It was a privilege for me as the race director to be a witness to the extraordinary feats of endurance exhibited by all the riders. Although the course was smooth and easy to navigate, the weather ensured that this was to be no easy day out on the bike. Many riders had difficulty with the heat, finding novel ways to overcome the effect on their exhausted bodies. One rider soaked his sore feet in the hotel swimming pool before setting out again

to add more miles to his total. Another racer – John Schlitter of Bacchetta fame – decided to devote an entire hour soaking in the pool to cool off, before he too set of again, and added another lap to his already incredible mileage haul.

Physical and mental struggles are both part and parcel of endurance riding and it is the inordinate ability of ultra-racers to push on when the body and mind are screaming “enough already!” that sets these strong men and women apart. I was honored to play a small part of these heroic endeavors this past weekend, and I thank all the racers for allowing me to share with them their triumphs, their struggles, their incredible feats of endurance, and their wonderful successes.

Kudos to Kent Polk who amassed 434 miles on his Bacchetta recumbent for the 24 hour race, John Schlitter – also on a Bacchetta – for coming in at a close second with 420 miles, Leroy Richard for building up 315 miles on his recumbent in the over 60 category, Wayne Dunlap for winning the standard bike category with 357 miles, and just pipping Bill Elder also on a standard bike who came in with 356 miles.

In the 12 hour race James Willis, racing on a standard bike, took the honours in the male division with 189 miles, Ed Melton, also on a standard bike, came in with 105 miles and won the over 60 category, and Jane Kang got the women's title in the standard bike division with 126 miles.

The highest total for the 12 hour race was gained by Jacquie Hafner, who covered an incredible 231 miles in an enclosed recumbent trike that looked more like a flying torpedo than a pedal craft.


The recumbent team, Team MoB turned in a very respectable 217 miles, the mixed standard bike team of Team Tejas, anchored by Dan Driscoll, shot home with 221 miles, and the mixed tandem team of the husband and wife team of Team Neptune completed a magnificent 126 miles.

The six hour event was won by the astonishing Julie Mittendorf coming in at 102 miles beating by one mile John Hormell who streaked home with 101 miles.

Congratulations to everyone. You are an inspiration to all of us. See you next year.

Bessies Creek is a new addition to the UltraCycling cup and is worth up to 30 points. For more information on the UltraCycling Cup and how to earn points in various categories, go to: www.ultracycling.com.

The next Bessies Creek 24 will be held April 13-14, 2012. For complete results and more information, go to: www.bessiescreek24.com.



062
123
241

WORLD TIME TRIAL
CHAMPIONSHIPS

PALM SPRINGS, CA
NOVEMBER 5 & 6, 2011

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THE 2011 TEXAS TIME TRIALS



Below are the top finishers from The Texas Time Trials, which was held September 22-25. A full recap will appear in the next issue.

THE TEJAS 500 RAAM QUALIFIER

MEN

1.	Gary Gottlieb **	32H:12M
2.	Jose Luis Bermudez **	35H:32M
3.	Greg Conderacci **	39H:53M
4.	Charlie Fenske **	40H:54M
5.	Stephen Hazelton **	41H:39M
6.	John Fusselman **	42H:49M
7.	Bill Elder **	43H:41M
8.	Michael Screws **	44H:17M
9.	Jeff Newberry **	44H:39M
10.	Bernd Scheffler **	46H:44M

** Qualified for RAAM

WOMEN

1.	Sharon Stevens	36H:09M
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THE TEXAS 24-HOUR TIME TRIAL

MEN

1.	Greg Colvin	371.00
2.	Val Lincecum	318.00
3.	Kevin Doggett	306.72
4.	Gary Barnes	238.50
5.	Peter Matt	212.00
6.	Chad Snyder	212.00
7.	Todd Zagurski	185.50
8.	Joe Garza	185.50
9.	William Pruett	185.50
10.	Jason Weinland	159.00
11.	Robert Jobe	159.00

WOMEN

1.	Veronica Beagan	265.00
2.	Kay Scott	185.50

THE TEXAS 12-HOUR CHALLENGE

MEN

1.	Kurt Searvogel	212.00
2.	Julian Schafer	196.86
3.	Martin Hukle	185.50
4.	Wendell Hyink	132.50
5.	Yuri Cook	132.50
6.	Shane Mutter	132.50
7.	Darin Crowley	132.50
8.	Kevin Lair	132.50
9.	Ed Fleming	132.50
10.	Brice Moczygamba	132.50

WOMEN

1.	Michelle Beckley	183.97
2.	Dessa Paris	170.57
3.	Lorinda Putter	159.00
4.	Janet Foster	159.00
5.	Naomi Miller	132.50
6.	Jackie Miller	106.00

RECUMBENT MEN

1.	Jim Finger	185.50
2.	Ted Edinger	132.50

RECUMBENT WOMEN

1.	Maria Parker	212.00
2.	Michelle Williams	106.00

6 HOUR SHOOTOUT

MEN

1.	Tom Rodgers	115.50
2.	Dale Cline	85.37
3.	James K Hack	82.96
4.	Bill Moreman	79.50
5.	Phillip Watson	79.50
6.	Bobby Emmett Jr.	79.28
7.	Ron Harvot	73.01
8.	Thomas Reagor	53.00
9.	Reed Lee	53.00
10.	Keith Hooks	53.00

WOMEN

1.	Leslie Haas	79.50
2.	Rene Miles	53.00
3.	Sheryl Rogers	53.00
4.	Amanda Demetrovich	26.50

RECUMBENT MEN

1.	Jim Parker	106.00
----	------------	--------

*The Texas Time Trials will be held
September 27, 2012. For complete
results and more information,
go to: www.tt24tt.com*

UPCOMING WORLD CUP OF ULTRACYCLING SCHEDULE

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November 5, 2011: | 24 H | 30 PTs | CA, USA
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TEAM SHIFT ULTRA BOB 626

November 18, 2011: | 626 KM | 30 PTs | India
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8 LAPS OF LAKE TAUPU

November 23, 2011: | 1280 KM | 75 PTs | New Zealand
www.cyclechallenge.com



Come grab your own memories.....the trophy's just a bonus!

THE 2011 ADIRONDACK 540

ADK
540
RAAM QUALIFIER

MOTHER NATURE STRIKES BACK

With sections of the course closed due to severe flooding caused by Hurricane/Tropical Storm Irene, we were not sure we would be able to use our standard route. Fortunately, NYS DOT did a superb job and completed repairs on the main roads just four days prior to the start, which was well ahead of their announced schedule, and in time for us to use them.

During the race, the damage was obvious and several short sections of the course were restricted to one lane, controlled by a temporary light or flag man. In addition, riders could see homes and businesses that were affected, including some buildings that were completely torn from their foundations.

The damage was not limited to the roads, as several hiking trails in the High Peaks area of the Adirondack Park Preserve were also closed. Some have been reopened, but others remain closed or restricted.

While Irene brought weather and flooding that was somewhat extreme, it is not unusual for weather to play a major role in the Adirondack 540. And when the weather is combined with the relentless terrain, it is no wonder why the Adirondack 540 has been gaining a reputation as the toughest RAAM qualifier.

This year's race was no exception to that rule, and weather did play a major role. Although it was mostly dry, the temperatures were well below normal and the low on the first night was about 30°. Riding in that type of cold requires 20%-30% more energy than riding in warmer temperatures does, and most riders rode at a slower than normal pace and took more frequent breaks.

But the cold was just one obstacle riders had to overcome. Wind was another. On the first day, winds gusted up to 30 MPH and it was blustery on most of the course all day, including a very strong headwind on Hurricane Mountain, which made one of the most difficult climbs even harder.

The wind was not an easy thing to overcome either, as it seemed to come from every direction at the same time, and because of that, riders could not look forward to a tailwind on any particular section of the course. In fact, the wind was so unstable, that at one point the flags at race headquarters were blowing in a different direction than the flags that were just across the street.

All in all, it was another outstanding race, despite the conditions. Or maybe because of the conditions?

Jason Lane from Sudbury, ON, Canada, won the men's Adirondack 540 with a time of 40H:42M; and Cassie Schumacher from Akron, OH won the woman's division with a time of 45H:19M.

See below for the complete results and watch for rider reports in the next issue of the UMCA's UltraCycling magazine.

ADIRONDACK 540

MEN

- | | | |
|----|----------------|-----------|
| 1. | Jason Lane | 40H:42M * |
| 2. | George Metzler | 45H:19M * |
| 3. | Jim Dannis | 45H:19M * |
| 4. | Leonard Forkas | 47H:14M * |
| 5. | David George | 49H:00M * |

WOMEN

- | | | |
|----|-------------------|-----------|
| 1. | Cassie Schumacher | 45H:19M * |
| 2. | Jessica Eckhardt | 47H:55M * |

* Qualified for RAAM

SILVER SOJOURN 272

- | | | |
|----|-------------|---------|
| 1. | Jason Koski | 18H:39M |
|----|-------------|---------|

BRONZE BLAST 136

- | | | |
|----|-------------------|---------|
| 1. | Sam Fisher | 09H:16M |
| 2. | Frederick Collins | 09H:44M |
| 3. | Dick Murphy | 09H:54M |
| 4. | Mark Prescott | 10H:14M |
| 5. | Lloyd Barry | 10H:37M |
| 6. | Jeffrey Magnuson | 10H:40M |
| 7. | Steve Nothnagle | 11H:42M |
| 8. | Rohan Freeman | 12H:05M |



*Jason Lane on his way to victory at the Adirondack 540.
Photo by Doug Hoffman.*

ADIRONDACK ULTRA CYCLING

ULTRA RIDES 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

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TWO DOUBLE CENTURIES AND A REST DAY!

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Preview Ride
136-Miles
June 23, 2012

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Leah Goldstein

2011 Solo Female RAAM Champion
11 days, 4 hours, 41 minutes



David Jones

1st place
Solo Male (60-69) division
12 days, 7 hours, 10 minutes

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"Once again, Hammer Nutrition has shown that the best ultra cyclists know what products to fuel themselves with. We did more than we could have dreamed off. Not only did we break the strong 50+ record of 17.1 mph, but we also broke the overall record from 1996 (18.5 mph) going at an average speed of 19.22 mph. We finished in 6 days, 11 hours, 34 minutes. We impressed on everyone we saw, and everyone can see what Hammer Nutrition can do for four fast, smiling ladies. The supplementation and fueling strategy that you proposed, Steve, was great for us. On day three, Jeanine was complaining about muscle ache and she said that it was because she had forgotten her Recoverite coming in from a pull . . . this just shows how important the fuel was for us. More updates about the ride to come – photos, videos, etc. Right now, on behalf of my team, I just want to thank you again for the wonderful sponsorship that we received from you, and I think that Hammer can feel proud of their athletes."

-Catharina Berge, 4 Raw Milk Cats



ENDURANCE FUELS

TRAINING TIPS FROM OTHER SPORTS

BY CLAIRE LUNARDONI

Ultracycling lies on the fringe of the better-known and better-researched sports of road racing, triathlon, touring, and even ultrarunning. When I stepped away from triathlon (a great sport ruined by the run at the end) and road racing (where the biggest weasel always won out over the stronger rider), I searched Amazon for all the books about training for ultradistance cycling. When the only book in Amazon's catalog showed up on my doorstep, I was disappointed to find that the majority of the advice that it had to offer boiled down to "ride your bike a lot."

The majority of information out there about long-distance riding is aimed at cyclo-touring, and surviving the long hours in the saddle is still the primary focus. How should a cyclist train if he or she wants to race an ultra event? In my first season of ultras, I followed the advice of my book and tried to spend as much time in the saddle as possible, but soon became sick of my own company. When I rode with other people, I was out of practice at riding in a pack and wasn't able to take advantage of the energy savings from drafting. I was too surly to spend more than a few miles with any group before I got annoyed by having to share the shoulder of the road and stormed off on my own. Eventually I burned out before my key event of the season.

Riding all day is mostly a game of taking in enough calories to keep your muscles fueled and conserving that energy so that you don't bonk before the day is out. The following tips are techniques that I gleaned from other sports and adapted to cycling to become a competitive ultracyclist, with much more success and less frustration.

WHAT TO LEARN FROM ROAD RACING

Keep up by training for shorter bursts. A road race is not decided slowly over the dozens of miles between the start and the finish line, it is decided in a few key moments such as a hill or a final sprint. To have the spring in their legs when it counts, roadies master pack riding to conserve their effort. The extra effort of catching a pack and keeping up with surges pays huge energy dividends when compared to solo time-trialing in the overall energy saved and faster average speed with less effort. From a physiological standpoint, cycling actually resembles a sprinting-and-resting sport



like soccer or basketball more than it does a steady sport like track and field. It is not the hours of easy pedaling that tire you out on a long ride, but the incessant bursts of hard pedaling that zap your energy stores and send you headlong into a bonk.

High-intensity training is especially important for hilly courses, where the gradient decides your effort level. When you've run out of gears and the hill isn't over yet, it's your finite tank of stored carbohydrate that provides the energy for you to push hard to the top. If you haven't trained your body to climb efficiently by doing hill intervals like a roadie, then eventually hills will get the better of you. Moving to California where the topography is described in double-digit gradients brought this fact home to me. I could sit on my bike forever and a day, but the hills were taxing energy systems that my New England legs hadn't developed. If you live in hill country, you must do your long rides on hilly terrain so that you develop the ability not only to get up a hill without taxing yourself too deeply, but also to recover quickly from that hill so that you will feel fresh for the next.

WHAT TO LEARN FROM TRIATHLETES

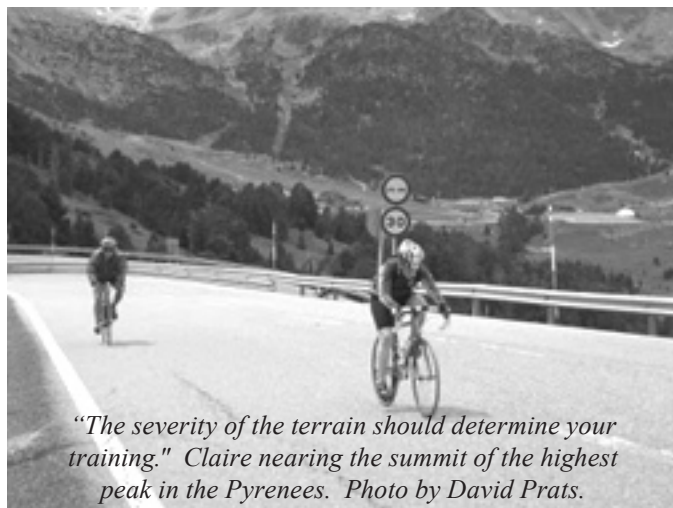
Cut the crap (off your bike). Triathletes are fanatical about reducing their frontal profile because they know that a more aerodynamic machine and position will not only get them over the bike course faster, but will also conserve more energy for the run. An ultracyclist can benefit from the same principle by covering more distance with less effort, and the reduced weight also means an extra energy savings on hills. I will never understand an ultracyclist's penchant for packing for a ride like they are about to go on a two-month backpacking trip across Europe. While you do need some luggage for the longer unsupported rides, a few extra layers, some compact foodstuffs, and your wallet should suffice. I personally have never embarked on a ride shorter than 12 hours with more than I can pack in my pockets.

You will inevitably have to stop to refill your bottles, and wherever water and Red Bull are sold, you can also find whatever food your body craves. Racks, bags, and other trifles add bulk to your bike that will only ask more energy from your legs. The more drag your gear creates and the extra weight you have to lug uphill, unnecessarily suck valuable energy and muscle glycogen.

Twelve hours on a bike is 12 hours on a bike, and you will be just as exhausted afterward if you covered 100 miles in that time as if you rode 250. Even without the added energy cost of actually riding your bike, your body requires several hundred extra calories for basic life functions each hour. The extra weight will only cost you more Clif bars and grief, and slow your progress to the finish line.

WHAT TO LEARN FROM MARATHON

Train shorter distances, and then harden up on race day. A marathon, at 26.2 miles, is significantly longer than most



"The severity of the terrain should determine your training." Claire nearing the summit of the highest peak in the Pyrenees. Photo by David Prats.

marathoners ever run in training. The hallmark “last long run” rarely exceeds 20 miles, a trifling 76% of race distance, and most runners only run that distance once in a marathon build-up. The trick to marathon training without becoming injured is to run intermediate distances as frequently as possible so that your total miles are punctuated by more recovery. The reason for this is twofold: 1) because running (or riding) slow makes you slow, and 2) because too much long training is too hard on the body and will result in injury. Building up a significant endurance base by banking frequent, intense middle-distance rides will build tolerance for long periods in the saddle without risking injury or burn-out. Additionally, you can build the power and leg speed to cover your target distance faster and with less effort. Then on race day, your mind and legs are still fresh when it comes time to dig into your reserves of will power and endurance. You can count on the magic of race day to pull you through.

WHAT TO LEARN FROM ULTRARUNNERS

Fear the chair. Ultrarunning has probably taught me more about ultracycling than any of the aforementioned sports. Like ultracycling, an ultrarunner’s success is determined by mental toughness and the ability to keep eating. The human body just isn’t made to run 100 miles, and it is only due to superhuman feats in stubbornness that runners complete the distance. In ultrarunning there is an expression, “Fear the chair.” As much as a tired athlete wants to sit down and rest his weary bones, once he does, his heart rate slows down, connective tissues cool and stiffen, and blood pools

in his legs. It’s the same for cyclists. The longer an ultradistance athlete sits, the harder it will be to get going again. Ultra crews are trained to keep their athletes seated for as short a time as is necessary, and if possible all eating, drinking, lancing of blisters, and vomiting should be done on foot. Ultracyclists still have not mastered constant forward progress. On brevets, most riders spend longer and longer at each successive rest stop, lolling on the ground, returning to picnic tables for seconds, and filling coffee shops. The only things this achieves is to make an already long day even longer, making the next several miles out of the rest stop a stiff and generally uncomfortable experience, and grossing out coffee shop patrons. When you come in to a rest stop, hoard as much food as you can in your pockets and get out of there before your heart rate drops. For every extra 15 minutes you spend at a rest stop, it’s like adding an extra 3-5 miles to your ride. You will be better served by spending those 15 minutes eating while you ride 3-5 easy miles to recover.

Ultracyclists should always look for opportunities to learn from other sports. Roll on, my friends.

Claire Lunardon is an American College of Sports Medicine-Certified Personal Trainer, Mad Dogg certified Spinning instructor and founder of Integrated Endurance in San Francisco. She has won 12-hour events at the Saratoga 12/24 and Calvin’s Challenge, and competed in dozens of brevets in New England, New York, and California.

“Taking a brief rest may feel like a relief, but you will pay for it when you get back on your bike.” Claire taking a break at the Saratoga 12/24. Photo by Lindsey Digiovanni.



Announcing
MeiVici Pavé
For the road
less traveled

SEROTTA

"We were flying along when suddenly the course veered onto the strada bianca. Prepared, it was time to drop the hammer...."

MeiVici Pavé . The first no-compromise high performance carbon fiber road machine designed for any road.

Engineered with clearances perfect for medium reach caliper brakes, Roubaix style tires (there's even room for fenders). Deliveries beginning November 15, 2011. To prepare for your epic ride, contact your Flagship dealer or call 518-583-3082

UPCOMING WORLD CUP OF ULTRACYCLING SCHEDULE

24-HOUR WORLD CHAMPIONSHIP

November 5, 2011: | 24 H | 30 PTs | CA, USA
www.souleventsusa.com

TEAM SHIFT ULTRA BOB 626

November 18, 2011: | 626 KM | 30 PTs | India
www.teamshift.co

8 LAPS OF LAKE TAUPU

November 23, 2011: | 1280 KM | 75 PTs | New Zealand
www.cyclechallenge.com

2012 EVENTS

SEBRING 24-HOUR NON-DRAFTING

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

TEXAS HILL COUNTRY 600 KM

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

TEAM SHIFT ULTRA BOB 626

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

HEART OF THE SOUTH 500

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

MONTELLO 24-HOUR CHALLENGE

April, 2012: | 24 H | 30 PTs | Italy
www.montello24h.it

RACE AROUND SLOVENIA

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

SEROTTA PART II: THE BIKE FIT

WRITTEN BY JESSICA ECKHARDT. PHOTOS BY JOHN CECERI.

I have often thought about owning a custom bike. My boyfriend, Ed, is in love with his frame built by Peter Mooney – at least as much as man can be in love with a beautiful machine! There is a certain romance, love and attachment between owner and machine for anyone who has taken the plunge and owns custom bike. My big concern about custom frames is that the frame builder had better be an awful good bike fitter. I mean, what happens if the custom bike does not fit properly? So far (in my limited experience), I have not met a bike fitter who could make me comfortable enough to commit to buying a custom bike. Until now, that is.

I walked out convinced that the Serotta fit lab experts were the best I have ever met.

As with most frame builders, Serotta has the freedom to design the bike around the idiosyncrasies of the individual rather than trying to make a human fit a generic bike frame. My experience at the Serotta fit lab was far and away different than any other fitting experience I've had. I walked in confident that I would learn something, but with a healthy dose of skepticism surrounding all the gadgets and high tech devices used in the fitting process. I walked out with several biomechanical action items to be remedied first, but also convinced that the Serotta fit lab experts were the best I have ever met, and was very surprised by how much I trusted the fit lab experience.



Jessica meeting the legendary Ben Serotta



THE FIT PROCESS

The fit process starts with an interview of the basics. What are your cycling related goals? Describe past events you have participated in, your results and past injuries. How do you plan to use your bike? What is your training schedule like? Do you have a coach and if so, what types of workouts do you do? What is your nutrition like? What hurts when you ride? These details help the fitter work towards the specific goals of the rider which factor into the final design.

After the interview, the fit lab expert checks muscle strength and body restrictions based on a set of tests and injury history. The idea is to find biomechanical idiosyncrasies that should be corrected independent of the bike verses those which are permanent and will affect the fit. For example, a bone leg length difference is something that the fit process can address while a leg length difference due to overly tight muscles or other injured soft tissue is something that should be worked out independent of the fit process.

With all the administrative stuff out of the way, it's over to the size cycle! The size cycle is a machine designed by Ben Serotta specifically to provide the best fit possible. The second generation size cycle at the Serotta Fit Lab allows the fitter to change almost every aspect of bike position while the rider is still pedaling. The fit lab also is equipped with a set of cameras that tie into a computer program called "Dartfish."

Contrasting dots are placed on critical moving parts of the body and bike. Dartfish is a video capture program which identifies the contrast spots and tracks the movement of those spots on the video clips. This allows the fitter to better understand how

adjustments affect knee, ankle and hip movement. Finally, the size cycle integrates a CompuTrainer that tracks the power output through each pedal stroke while the fitter adjusts the cyclist's position for optimum power transfer.

With all this data collected, the frame design can commence. I will get into the detail of frame design and building in the next article.

MY FIT LAB STORY

My fit experience turned out to be a little more challenging than most. Paraic, a bike fitter at Serotta, greeted me as I walked into the fit lab. Just in the course of introductions, he noticed that I have a twisted hip that was possibly impacting my shoulder. I have rarely met MDs who can pick that kind of thing out by looking at a person so this really impressed me. But before we got to riding, as with all other clients, Paraic and I sat down to go over my history and goals.

Paraic had already been briefed on my background – I am an ultracyclist who has been racing John Ceceri's events in New York State for several years. We went through my extensive



event history which includes Paris-Brest-Paris, Rocky Mountain 1200, two Michigan 24's, three Saratoga 24's, three Adirondack 540's and two 24hr track races (yes, on a fixed-gear track bike!). I have been treated for knee problems by several different PTs and chiropractors over the years with varying degrees of success. I was hit by a car back in 2008 and suffered significant soft tissue damage. PT and a surgery failed to improve the function of my shoulder. I continued to race despite the injuries, ignoring the pain with that insane, single-minded determination to finish. I have learned to work through difficult situations that, by all rights, should have crippled my will to finish.

We then changed subjects to training regime, coaches and nutritionists. Here I suspected I was not the typical Serotta client. My training regime consists of some practice time trials, club hill climbing rides, and many weekends of back-to-back long rides. My way of thinking is very old-school: get out and ride.

I have never worked with a coach or nutritionist partly due to money, but also because I have not found anyone in my area who has experience working with ultracyclists. I have no plans to buy a power meter or get tested in a wind tunnel.

I consider myself a very serious ultracyclist but not one who is focused on numbers all the time. In the eyes of those who work with semi-pro and professional athletes, I probably look like someone who is not that serious. I sensed that Paraic was questioning the seriousness of my goal to race RAAM, thinking I was crazy and masochistic to ride through all the pain and injuries I had described to him. Boy was I wrong!

After our lengthy conversation, Paraic had me on the massage table and immediately discovered functional problems that no one else had ever identified. Based on my injury history, he tested certain muscle groups and found weaknesses and compensations which would affect the bike fitting process. Paraic's eyes lit up with interest as he realized what a challenge my fit was going to be. I finally felt justification for all my riding discomfort and started to hope that I could ride pain free.

Paraic determined that one of my hips was partially frozen. He physically could not move my leg and hip into the position to perform the strength test. He also noted my shoulder injury and the limited range of motion. While my shoulder injury had never been treated successfully, Paraic was the first person to understand how this was affecting my hip and back. What really impressed me was the full body approach after taking the time to actually listen, examine and understand the problem. Perhaps I should not have been surprised – this is after all what the Serotta Factory Fit Experience is known for!

After identifying these problems, we moved over to the fit cycle. It looks so different from a bicycle – I even wondered how to get on it. Ironically enough, the strange look of the machine is really what makes it infinitely adjustable. He first set the fit cycle to the geometry of my current bike. My bike position has changed over the last year or two in response to my shoulder pain and was no longer well-fitted to me at this point. Even with that understanding, the position felt so much worse on a stationary setup than it did on the road. I kept telling Paraic that this didn't feel at all like my bike – and it truly did not! I felt like I was fighting the machine just to pedal. He reassured me that we would work through all this these problems.





After a long warm-up and some initial tweaks, Paraic attached the contrast points to key spots on my body and the bike and set the Dartfish program working. He captured video clips of me riding under load and the Dartfish program drew a vector of motion over the video clip. He could observe how my knee movement changed as he changed the position of the size cycle and dialed in my fit. I have to be honest, I thought the program and cameras were just bells and whistles and would not have a big effect on the fit. Yeah, I was wrong again! It was amazing to watch the video of me riding and to actually be able to see the change over the course of the adjustments to see all the motion falling into line. Paraic studied the videos while he was working with me to find out why the tweaks produced unexpected results, probably due to my injuries. He superimposed

the tracking vector from one of the first videos onto the most recent to show me how much my pedal motion improved.

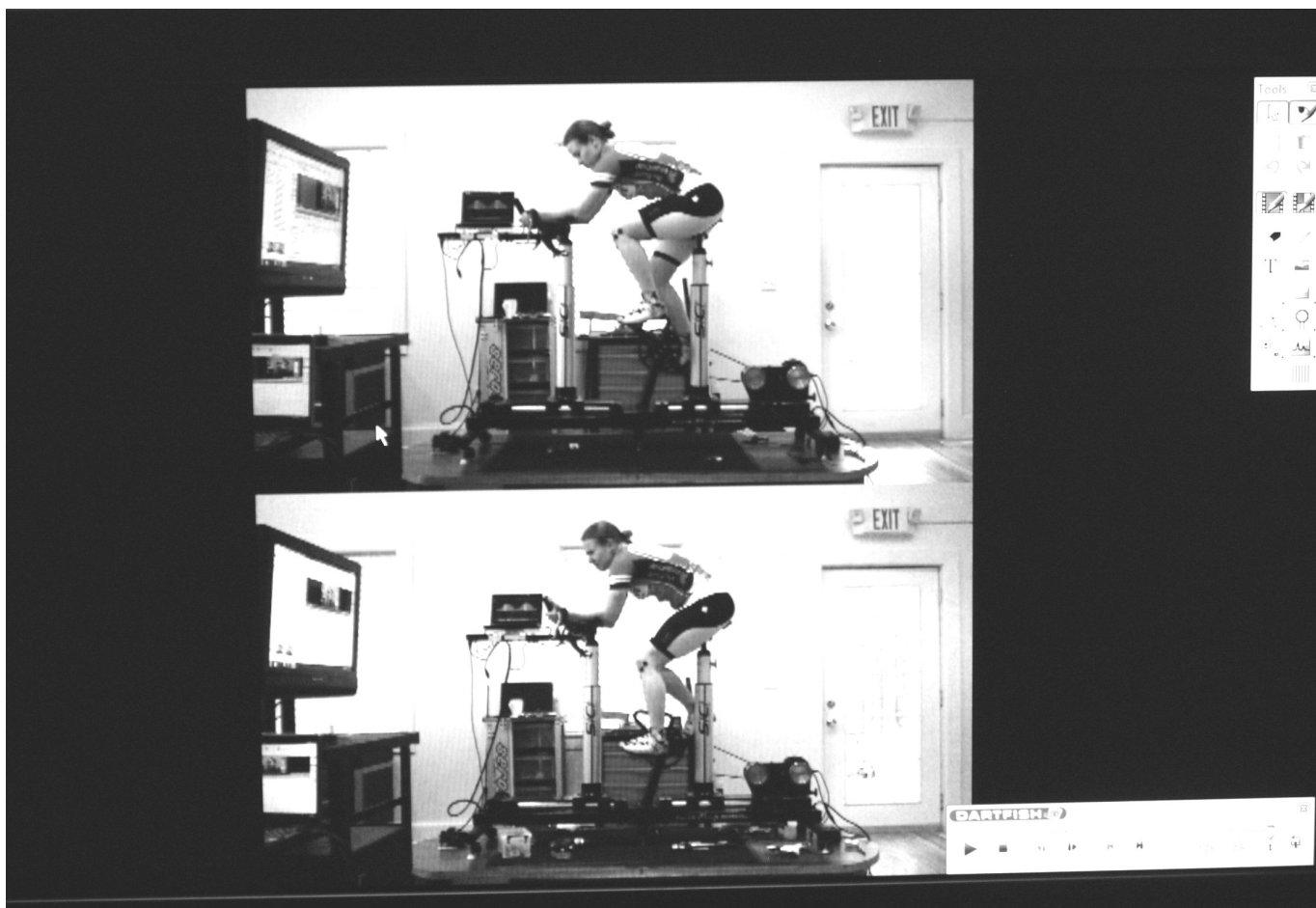
Paraic spent hours dialing in my fit. The result was a smooth and comfortable pedal motion with a noticeable increase in speed with this proper fit. Still, my body had those functional limitations. So he recommended fixing them first, and then return to reevaluate the bike fit.

Paraic referred me to Greg Robidoux for physical therapy. Greg himself is an avid cyclist and understands the disease that is cycling and can work around this during treatment. He is also an instructor for some of the more advanced fit training classes at the Serotta International Cycling Institute. Greg listened and approached PT with the same entire body approach that I felt during my fitting. My experience with Greg has been as positive as my experience at the Serotta Fit Lab. I am scheduled to go in for a follow-up fit shortly and look forward to another great experience with the fit team.

SUMMARY

I arrived at the Serotta factory for my fit with a healthy dose of reservation and skepticism. Despite that, the fitting experience completely impressed me. I highly recommend a fitting at the Serotta factory for all levels of riders. But be prepared, one side effect of starting from scratch to get the best fit possible is that you will be buying custom bike. Once you go custom, you will never look back!

For more information on Serotta Fit Services and custom bikes, go to: www.serotta.com.



ANNE MARIE MCSWEENEY SCHOLARSHIP

UMCA & PAC TOUR

HOW TO APPLY

Applicants must be female and be at least 18 years of age.

ANNE MARIE

Anne Marie loved cycling and sharing her experiences with others, on and off the bike. Her laughter was joyous. But now her laugh is gone; she died in a car accident in Klamath Falls, OR on June 24, 2006. She was 45 years old. After a long career at Microsoft she moved to Bend, OR where she was active as a community volunteer. Helping others was a key part of her life. Anne Marie was loved by her co-workers for helping out in times in personal crisis. She had been looking after a friend and her children while the friend was undergoing cancer treatment. Lulu Weschler remembers: "Anne Marie was always smiling when she rolled into the motel in the evening, no matter how difficult the day, boiling hot or rainy cold." Barbara Schaeffler recalls that "Anne Marie talked five of us from the Redmond Cycling Club into signing up for the first Women's Week of the PAC Tour desert training camp." Anne made it a point to ride with many different women. It was important to her that everyone had a good time, no matter their level of experience."

DONATE TO THE FUND

In honor of Anne Marie's cycling enthusiasm and in conjunction with the UMCA's purpose to promote long distance cycling, a scholarship fund has been set up in her name. The scholarship fund is administered by the UMCA and by funded by donations, which are tax-deductible. Donations can be sent to:

The Anne Marie McSweeney Scholarship Fund
c/o Nancy Guth UMCA
33 True Road
Stafford VA 22556

The fund provides a one-week PAC Tour cycling training camp scholarship to two female cyclists each year. Candidates must be available to attend camp on the dates offered. The PAC Tour Desert Training Camp is usually held in February or March each year. Check the PAC Tour website at: www.pactour.com for specific dates.

APPLICATION REVIEW

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



Application forms are available on the UMCA website at: www.ultracycling.com/about/mcsweeney.html.

SELECTION CRITERIA

Preference will be given to:

1. First-time PAC Tour Camp attendees. The applicant should state her reasons for attending the training camp as well as her cycling history and experience.
2. Women with 1-3 years of cycling experience who will use the instruction in nutrition, technique and training to become better cyclists. The applicant should briefly describe the type of riding she enjoys.
3. Applicants who have already demonstrated an interest in sharing the joy of cycling with other women by giving back their time – at a local, regional, state or national level. The applicant should also state how she plans to use the camp experience to nurture women's cycling in the future.
4. Applicants who will use the training camp experience to achieve a specific goal. Said goal should be stated in the application. Whether it is to complete a century, join a women's cycling team or compete in a long distance cycling event. The loftiness of the goal is not important. The applicant should plan to use the camp experience to raise her game a notch.

WHAT'S INCLUDED

The scholarship includes the PAC Tour camp registration fee, one PAC Tour souvenir item, daily rides, all seminars, housing (based on double occupancy), breakfast and lunch. The scholarship does not include travel or meal expenses. The women are assigned a roommate at camp, and are responsible to bring (or ship) a bike to/from camp. No rental bikes are provided. Women must wear a helmet while riding the bike. The women are required to ride daily, and attend all meetings, seminars and functions. UMCA Directors and Officers, selection committee members and their immediate families are ineligible for this scholarship. Following the camp, the women are required to submit a written summary of their experience to the *UltraCycling* magazine for possible publication.

*The Anne Marie McSweeney Scholarship fund
was has been sending riders to the Pac Tour
Arizona Desert Training Camp since 2007.*

A WEEK AT PAC TOUR'S COACHING CAMP

BY VICTORIA LYTLE

2010 McSweeney Scholarship Winner



"LON," Susan hollered, "Vicky wants you to show her how to clean her bike." I wasn't sure that was what I wanted, but after being on a plane all night from Anchorage, and showing up without my luggage, it was nice to have someone tell me what to do. "Hmmm," I thought, as I looked around... "nice bikes."

This was just the start of an unforgettable week at the PAC Tour coaching camp. A week of meeting people, learning, biking and eating. Not only did I learn about cleaning different bits of my bike, but for the rest of the week, I learned more than I ever could have imagined. I met and rode with a fantastic group of people, rode harder than I ever have before, and saw some beautiful bits of Arizona.

Cassie Schumacher and I were selected as the Anne Marie McSweeney scholarship winners for 2011. We had e-mailed a couple times, finding out each other's airline schedule and talking about how excited we were. She was to be my roommate for the week, but I quickly realized that she had far more riding experience than I, and had the ambitious goal to do the Race Across America.

I wanted to do the Fireweed 200. We both had our individual goals for the week, Cassie was trying to ride lots of miles and learn all she could about training and riding in RAAM. I was hoping to finish the route each day. I also wanted to get through the week without falling over because I forgot to unclip my feet from the pedals.

The week started out with record snows in the mountains, "hmmm, starting to look like Alaska," I thought. Rather than freezing on our bikes, we were shuttled across the worst of the snow the first day, riding the last 30 miles into Sierra Vista.

The rest of the week was significantly warmer, and soon I was riding in shorts. "What a treat," I thought "riding in shorts in February."

The week was chock full of riding, seminars, stretching classes and eating. Clearly the crew was doing a tremendous amount behind the scene to make sure the whole group kept going.

Food and drinks appeared, along with sunscreen, tools, chairs, clothing and encouragement, before I even realized I needed it. The routes were great, different every day, and well thought out to take us through great areas, with good roads and minimal traffic.

Mid-week I had to pinch myself – I could not believe how much fun I was having. I found other riders that were about my speed, and chatted with them throughout the rides and at meals. They helped me improve my riding skills with hints, suggestions, and practice riding in pace lines. In the evenings, Cassie and I would exchange stories and get to know each other a little better before collapsing into bed.

As Cassie was cruising along one day, she was joined by a couple of other riders to form a pace line. The leader called out "how's it going back there?" Cassie, thinking it was nice of them to ask replied "my ass is killing me, I need to get a different seat." After a few seconds of silence, the leader said "well, actually I was wondering if there was any traffic coming." This story at dinner brought tears of laughter to my eyes.

Barb and Susan told me stories about Anne-Marie, and I realized why this scholarship was created. She sounds like a dynamic person who made a positive impact on the people she met. I am sorry I did not know her. However, through this scholarship her spirit lives on. I never thought I could do this sort of long, hard riding, but when I got this scholarship, there were no more excuses. I got far more than I expected out of this camp; new friends, new respect for ultracycling, new ideas for training, hints for bike repairs, and of course a cleaner bike.





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

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.

Week #1 Cactus Classic Desert Tour \$1,095

Arrive in Tucson (fly in), Saturday, February 18
68-89 miles per day to Gila Bend, Wickenburg and back
Depart from Tucson (fly out), Saturday, February 25

Week #2 Border to Border Week \$1,095

Arrive in Tucson (fly in), Saturday, February 25
This new tour travels on some different routes near Nogales, Patagonia, Bisbee and Douglas. This tour has medium riding distances of 65 to 85 miles per day
Depart from Tucson (fly out), Saturday, March 3

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

Arrive in Tucson (fly in), Sat. March 3
50 miles per day between classic Arizona hotels
Depart from Tucson (fly out), Sat. March 10

Week #4 Chiricahua Challenge \$1,095

Arrive in Tucson (fly in), Sat. March 10
75-90 miles per day to the Chiricahua Mountains
Depart from Tucson (fly out), Sat. March 17

Week #5 Century Week \$1,095

Arrive in Tucson (fly in), Sat. March 17
Based in Sierra Vista 60-100 miles per day
Depart from Tucson (fly out), Sat. March 24

Week #6 Mountain Tour \$1,195

Arrive in Tucson (fly in), Sat. March 24
80 -100 miles per day, to New Mexico
Depart from Tucson (fly out), Sun. April 1

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

Mid July (about 14 days)...more details in November
Ride the scenic and challenging passes of the Sierra Nevada Mountains from Washington State to Lake Tahoe. There will be an additional one week loop tour starting and ending near Reno, Nevada.

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 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. Our rest stops will be at many 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.

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 PROGRAM 2011 REPORT

JOHN LEE ELLIS

The UMCA Year-Rounder Challenge continues to be a healthy program giving a diverse variety of endurance cyclists a way to recognize their distance accomplishments:

Larry Schwartz Award – At least one long ride a month – 1,100 miles of commitment per year.

Gold and Platinum Awards – 3,000 and 5,000 miles in long rides, respectively, a year – for riders who can make more of a time commitment.

Participation Level – The Y-R currently has 123 participants, which reflects a stable participation level. We also have some participation from Europe and Asia, including some new, enthusiastic participants from India.

Rando Crossover – As has been true for years, there is a great deal of overlap with randonneuring. For Y-R participants who are randonneurs, many of the rides they submit are randonnées, everything from solo 200k's to Paris-Brest-Paris and other 1200k's. This is not a surprise, as randonneuring is endurance riding par excellence, and randonneuring has prospered in recent years. Awards such as the Randonneurs USA (RUSA) R-12 award (similar to the Larry Schwartz award) and the RUSA Distance Awards only encourage more rando miles, which dovetail nicely into the Year-Rounder. Years ago, riders might ride all or part of a Super-Randonneur series (1500km = 933 miles) and maybe one of the few 1200k's (750 miles). Nowadays, randonneurs have many more events, and can ride routes on their own even on a weekly basis.

Visibility for Training Miles – Y-R awards may be goals in themselves for some riders. For others, the Year-Rounder is a way to tabulate both their peak event goals – be it RAAM, Paris-Brest-Paris, the Hoodoo 500 or whatever - and the training that supports them. As we all know, endurance riding is a time-intensive pursuit, and much of that “iceberg” of time is


below the surface, in the form of training. The Year-Rounder is a way to recognize and quantify the whole endurance picture of a rider's season.

Turnover – 32 (26%) of this year's participants are new, a reasonable level of turnover. Some riders join the Year-Rounder for a year or two, as they've committed to that time investment for that period of time. They achieve their goals and move on. Others who can make a year-in and year-out time investment have stayed participants for years. For them the Y-R documents what they'd be doing already.

Volunteers – The Year-Rounder doesn't run itself. A big thanks to our dedicated volunteers who tabulate and certify rider submissions: Bob Barday, Steve Barnes, Bill Beck, Linda Bott, Larry Ide, and Kerin Huber. Matt Haigh edits our fortnightly Year-Rounder e-newsletter.

Awards – This year, UMCA Records Chair Drew Clark stepped forward to get awards produced and sent out to Year-Rounder and other UMCA program recipients. I can tell you from e-mail feedback that awards mean a lot to our participants – not because they glitter or are impressive on their own, but because they are mementos of all those hours – many of them challenging and uncomfortable in heat and cold, wind and dark of night, through which Y-R riders persisted.

Years ago, I saw note in the UMCA newsletter from John Marino and Randy Evans (first administrator of our program) urging folks to go out and do a ride or two just to get their name on the list and see their name in print. I'd been doing plenty of longish rides on my own, but took them up on their offer. Well you see I've been hooked ever since. I still believe the Year-Rounder is a fine motivational program for the community of our mileage-hungry members.




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Some of our tours...



MEMBER REPORT: LEW MEYER

UMCA # 3240

BERWYN, PA, USA



This picture was taken last December at the 10,023' summit of Maui's Haleakala, when Lew Meyer, UMCA # 3240, had just turned 76. It was his 17th climb to the top.

The road to the top starts at sea level, is 37 miles long and is listed by Ripley's Believe It or Not as the shortest road from sea level to 10,000'.

Lew's annual climb to the top started in 1994, when he was forced to retire as an airline pilot at the age 60. A then 50 year old federal rule said that when you reached 60, you were no longer healthy enough to fly a commercial aircraft. He wanted to see what was left and so far, so good. In fact, it's been so good, that he joined Peter Phillips to make the climb twice in one day, just on a challenge.

It's an interesting change of environment as you work your way from the tropical vegetation of sea level thru the Eucalyptus forest to the bleak rock of the summit. Looking down at the distant ocean and the clouds that you've cycled above is a trip.

This photo is Lew's victory salute to the bike that carried him to the top.

If you have an interesting story or photo and would like it considered for publication in UltraCycling, send it to the editor, John Ceceri at: johnC@ultracycling.com.

MEMBER REPORT: HUGH CULVERHOUSE

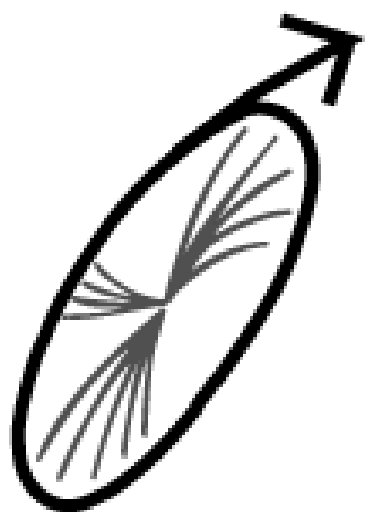
UMCA # L-43

MUENCHEN, GERMANY



Back in 2008, Hugh began to run, in spite of his hip handicap, using a crutch and a stick to minimise weight-bearing on his left leg. As time and experience progressed, so did his speed and racing results. This culminated (?!?) in a marathon debut last October in which his time was 3:29:13, giving him a highly satisfying 8th place in his M55 age group out of 95 and 181st place overall out of 980 finishers.

Hugh also holds the transcontinental cycling record for a one-legged crossing with a time of 13D:11H:01M, set in 1986.



John Hughes, Coach Author, Distance Cycling

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Nancy's Notes . . .

Nancy Guth

June 15, 2011, at 12:35 PM, the RAAMBoomers began their record setting race from Oceanside, CA, to Annapolis, MD. Never before in the history of RAAM had a 60+ two woman team attempted the RAAM challenge.

RAAM is a race that gets in your blood, is the subject of dreams, night and day. After successfully completing the race in 2010 as a member of the Operation Progress team, riding for and with inspiring paralyzed hand cyclist Kristina Ripati, I could not get the race out of my head. I believe husband and crew chief, John, was hoping "it" was over. We spoke to Tony Goodnight about a 60+ lady rider he knew, Mary Florian. By the time we returned home to Virginia, we had a plan and a goal; be the first 60+ 2 woman team to complete RAAM! Now, plan, train, plan, train...

We had two promised crew: Mary's husband Tom Florian and my husband John Guth. John was now "experienced," and would be the crew chief, which is a blessing and a curse, as he knew what doing RAAM involved.

Finding the right crew is a huge challenge and takes lots of friends' assistance! Our friend, Kevin Kaiser, was our advisor and put out the word for crew members from Randonneurs in Georgia.

With Kevin's help, we assembled a crew from all parts of the south: A&A (Alex Miller and Allan Duham, both recumbent riders, with the goal of RAAM 2012); a fellow rider from Virginia, Chuck Sather, and we breathed a sigh of relief when our loyal, competent co-crew chief, Ellen Bone, agreed to sign on for another year of RAAM adventure with the Guths!

With Ellen, we managed to sign on Shari Altmarm from last year, but only as far as Durango, CO. Long time friend and fellow racer, Elizabeth Wicks, accepted the challenge, as did Maria Falbo, JoAnn Frafrowicz and Jenn Doyle, an accomplished bike mechanic, from North Carolina. At the last minute, after a crew member had to drop for family reasons, we were fortunate to sign on Leslie Shapiro, who agreed to join us in Durango, after officiating with the Rocky Mountain Tour in Colorado.

The next challenge: build a group of 12 strangers into a high performing team! We arrived in Oceanside, CA at different times over the weekend prior to our start time, which was set for Wednesday at noon. As we assembled at our headquarters, Motel 6 in Oceanside, we began to share stories and share tasks. We had arranged the purchase of two identical vans from Car Max in San Diego, and Mary and fellow cyclist, LeeAnn, drove the large Enterprise van from Lumberton, NC, which John and Mary had carefully packed several days previous. We had one day (Sunday) to prepare for our crew/van/bike inspection, scheduled for Monday morning. A shared mission helped our group of people transform into a lively, dedicated team, and we made our inspection deadline with "no cited problems!"

That gave us the remainder of Monday and Tuesday to finish outfitting the inside of the vans, to ride, to check out the start route and to make last minute purchases of things we could not do without. We also planned several great dinners, bonding time with all team

members and one evening we were treated to Michael Shermer and race director George Thomas stopping by our table to chat.

We were energized by the team and solo race meeting. It was exciting to see the many countries represented and to hear the inspiring stories of how many dedicated racers arrived in Oceanside, committed to this 30th anniversary of the Race Across America.

We were asked by race director, George Thomas, if we would ceremoniously ride out with the solo females, and were honored to be introduced with such an awesome group. Seanna Hogan led out the ladies and it is always inspiring to be in her company! Mary and I accompanied the solo women and 60+ men for the first 20 miles. The race begins with an 8.2 mile unsupported section of wide bike path, winding east out of Oceanside; the official race then begins on public roads.

First, a wake up climb over Sleeping Indian "hill" which continues climbing to the first possible exchange at mile 24. We met our crew there, and returned to Motel 6 for one more night before our "official" start!

No one slept soundly the night before our start; we had a list of tasks to accomplish before heading over to the Oceanside pier for the start. The crew continued to refine identical vehicle set ups, and checked everything twice.

As we ceremoniously drove over to the start, the excitement had built, and butterflies started. The start line is a gathering of who's who in bike racing. It was great to wish luck to friend and racer, Ann Wooldridge, and Dan Driscoll, Texas Randonneur, along with many other ultra racing acquaintances from races past. Our DC Randonneur club boasted two other racers. We saw Jeff Magnuson, member of the RAAM Racing four-person RAW team, and Randy Mouri, solo RAAM rider, and wished them all good rides.

As Lon Halderman, John Howard, Michael Shermer, and Pete Penseyres led out, Mary and I hugged our husbands and lined up for the first pedal stroke. One more hug from George Thomas, and we were off, riding the first 8 miles together.

The 9 days will be continued in the next issue...



Nancy in her home away from home, in West Virginia! Almost there! Photo by John Guth.

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- ⚙ Membership fees are for all addresses, domestic or foreign.
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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: _____

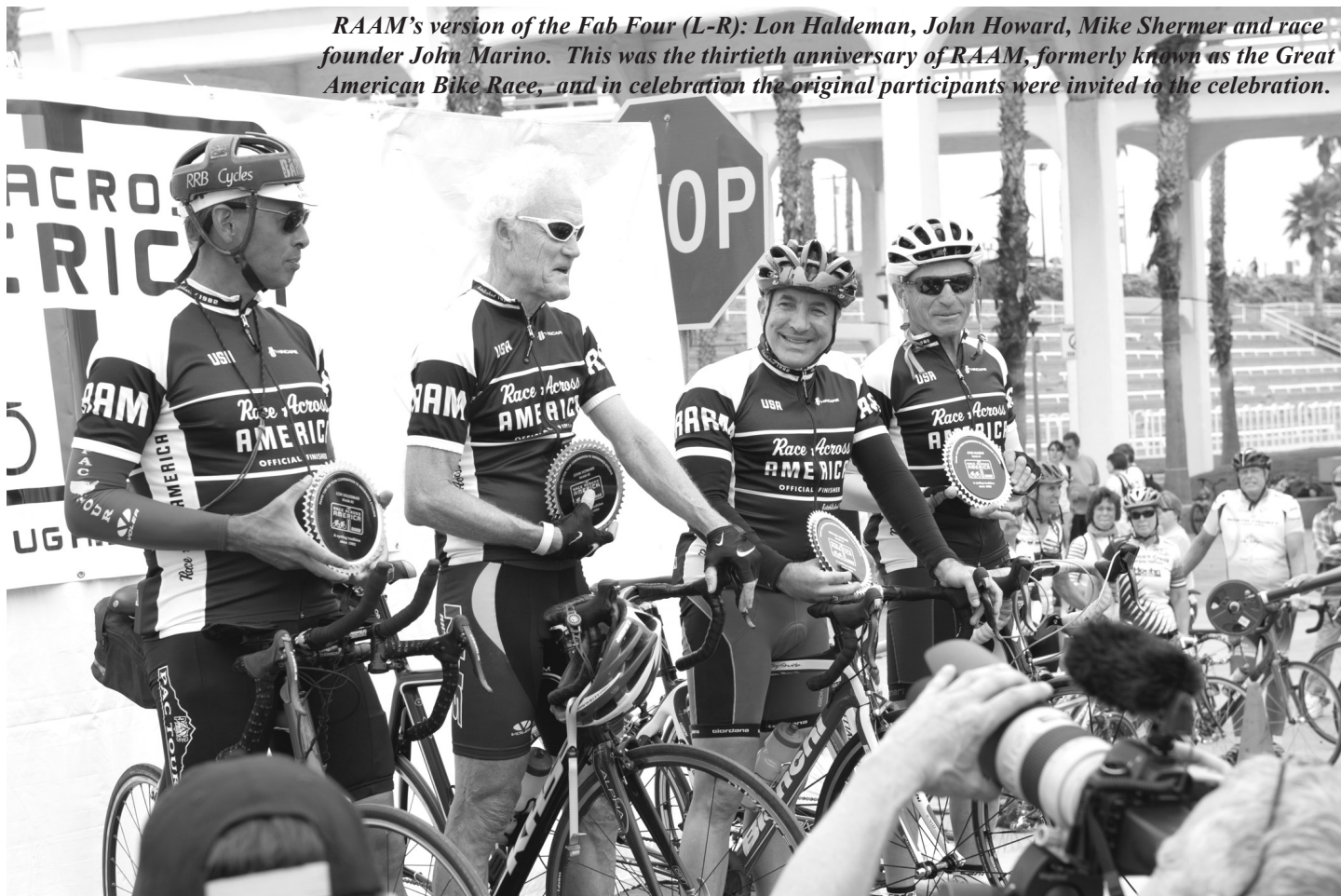
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RAAM's version of the Fab Four (L-R): Lon Haldeman, John Howard, Mike Shermer and race founder John Marino. This was the thirtieth anniversary of RAAM, formerly known as the Great American Bike Race, and in celebration the original participants were invited to the celebration.



COMING IN THE NEXT ISSUE

- RACE RECAPS!
- MORE ON JESSICA'S SEROTTA FIT EXPERIENCE!
- ULTRACYCLING CUP REPORT!
- RECORDS REPORT!
- LIGHTING REVIEW!
- AND MUCH, MORE...

