



Alta Alpina Challenge: Riding the Wild Sierra



Topics

- About the Alta Alpina Cycling Club
- A New Cycling Event for California:
The Alta Alpina Challenge: Riding the Wild Sierra
- June 14 Test Ride
- Conclusion
- Supporting Materials



Mission:

Promoting all forms of cycling in the Lake Tahoe, Carson Valley, Carson City, and Markleeville areas



Memberships:

- 300 Individuals
- 60 Families
- 30 Organizations



All Forms of Cycling





Organization

- Not For Profit Corporation
- Active Board of Directors
 - 6 Elected Officers
 - Appointed Officers
- Extensive Website: www.AltaAlpina.org
- Hotline: 1-877-845-BIKE



AACC Programs

- Weekend Rides and Rideboard
- Evening Road and Mountain Bike Races
- Junior Racing Team
- UNR Race Team Sponsorship
- Club Race Team



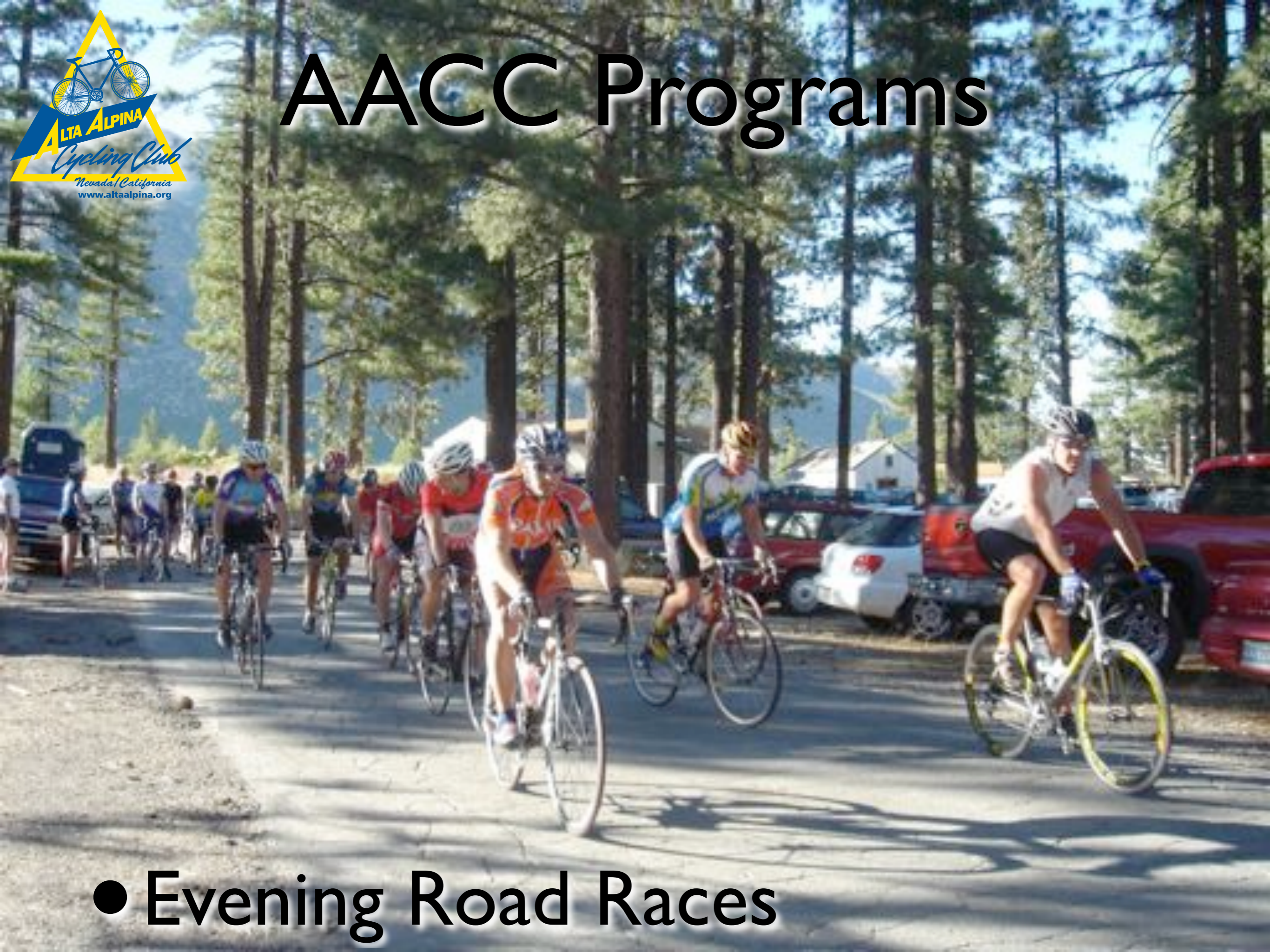
AACC Programs



- Weekend Rides



AACC Programs



- Evening Road Races



AACC Programs

- Evening Mountain Bike Races



AACC Programs

- Junior Racing Team





AACC Programs

- Sponsor UNR Racing Team



AACC Programs



● Race Team



AACC Service Projects

- Adopt-a-Highway
- Bicycle Advocacy
- Investing in Cycling Facilities



Service Projects



- Highway Cleanup



Service Projects



- Bicycle Advocacy



Service Projects



- Investing in Facilities



AACC Events

- Gardnerville 100 Century
- Pinenut Cracker Mountain Bike Race (USCF)
- Carson Valley Classic Road Race (USCF)
- Carson Valley Classic Criterium (USCF)
- King of the King Time Trial (USCF)
- Genoa Cyclocross Race (USCF)

New: ● Alta Alpina Challenge: Riding the Wild Sierra



AACC Events



● Gardnerville 100 Century



AACC Events



- Pinenut Cracker Race



AACC Events



- Carson Valley Classic Road Race



AACC Events



- Carson Valley Classic Criterium



AACC Events

- King of the King Time Trial



AACC Events



- Genoa Cyclocross Race



Alta Alpina Challenge: Riding the Wild Sierra



Genesis

- For thousands of cyclists in the western states, Alta Alpina is synonymous with “Death Ride”
- Over the last twenty years Alta Alpina members have proudly grown this Markleville event from a dozen riders to over 3000 annual participants
- The Tour of the California Alps-Death Ride™ is a trademark of the Alpine County Chamber of Commerce which decided not to renew its coproduction contract with the club in 2008



Genesis

- While the club was very disappointed in the Chamber's decision, it represented an opportunity to use our decades of experience to build a better event:
 - A bigger challenge
 - A better rider experience
 - Funds raised will support cycling and other community causes



Guiding Principles

- Showcase the Roads Alta Alpina Members Love
- Offer a Compelling Challenge
- Be Family and Community Friendly
- Provide Great Food and Great Experience
- Make Safety a Priority



Applying the Principles:

- Challenge:
 - Maximize Passes / Feet of Climbing / Distance
- Great Experience:
 - Simple route sheet
 - No “junk miles”
- Community Friendly:
 - Engage local groups and residents



8 Pass Challenge

- The toughest double century
- The most scenic double century
- The best pavement of any double century
- Appeal to double century riders and Death Ride participants looking for a bigger challenge
- Use same pass and sticker model that we pioneered with the Death Ride



Challenge Philosophy

- Riders are challenged to climb as many mountain passes as they can in one day
- There are no DNFs—every rider simply completes 1 to 8 passes
- Riders who complete all 8 passes would get credit towards the California Triple Crown
- Alta Alpina's role is to do what we can to help every participant achieve their personal goal

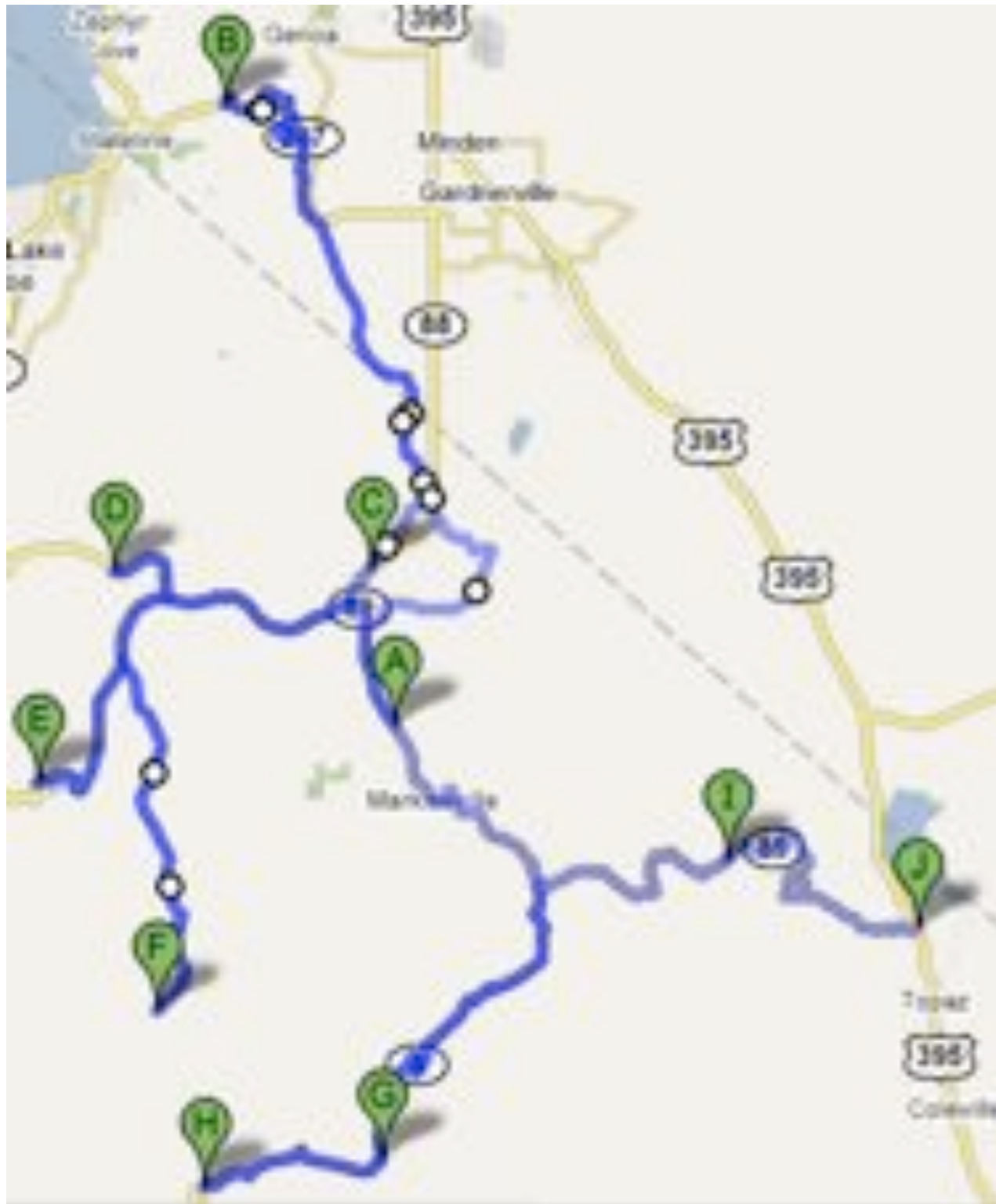


Course

- Start/Finish: Turtle Rock Park, off Hwy 89 between Markleeville and Woodfords
- Eight Passes:
 - Kingsbury Grade
aka Daggett Pass (East)
 - Luther Pass (South)
 - Carson Pass
 - Blue Lakes Road
 - Ebbetts (East)
 - Ebbetts (West)
 - Monitor (West)
 - Monitor (East)



Course Map



	Location	Function
A	TRP	Start / Lunch / Dinner
B	Kingsbury	6:30am-11:00am
C	Emigrant Trail	7:30am-noon
D	Luther	8:00am-1:00pm
E	Carson	9:00am-2:30pm
F	Blue Lakes	10:00am-4:00pm
G	Ebbetts	noon - 8:00pm
H	Hermit Valley	noon - 7:00pm
I	Monitor	1:00pm - 1:00am
J	Topaz	1:00pm - 11:00pm



Course Profile





Course Facilities

- Start/Finish: Breakfast, Lunch, Dinner
- Pass Sticker Locations(8): Full Rest Stops
- Emigrant Trail: Full Rest Stop
- Base of Kingsbury: Water Stop
- Base of Monitor: Water Stop
- Additional Porta Potties: Other locations



Course Statistics

- Mileage: ~198
 - (Measurements range from 197.5 to 202.2)
- Total Climb: ~ 20300ft
 - (Measurements from 20161 to 20690)
- Best Men's Time: 13 hours 55 minutes
- Best Women's Time: 19 hours 15 minutes



June 14 Test Ride



Test Ride Goals

- Assess appeal of course
- Validate location and timing of rest stops
- Collect distance and climbing measurements
- Collect detailed rider input



Test Details

- Start/Finish in different location due to scheduling conflict
- Water stops not included in test due to small number of participants, extra water to be provided by SAG vehicles
- Test relied largely on existing toilet facilities rather than renting porta potties
- No signage or marshals on course
- Subset of planned menu of food items



Participation

- Number of registered riders exceeded all expectations:
- 23 riders registered for all 8 passes
- 19 rider registered to test course subsets



Course

- Start/Finish at Diamond Valley School
- Official start time was 5:01 am
- [Cue sheet](#) listed toilet facilities





Rest Stop Times

- Kingsbury (6:30am - 11:00am)
- Emigrant (7:30am - noon)
- Luther (8:00am - 1:00pm)
- Carson (9:00am - 2:30pm)
- Blue Lakes (10:00am - 4:00pm)
- Lunch/Dinner (11:00am - 2:00am)
- Ebbetts Top (noon - 8:00pm)
- Hermit Valley (noon - 7:00pm)
- Monitor Top (1:00pm - 1:00am)
- Topaz Lake (1:00pm - 11:00pm)



Course Description

Riders start on Diamond Valley Road. This is a beautiful rolling road with great views of the foothills. Riders descend into the Carson Valley and take Foothill Road along its perimeter to the base of the first pass: Kingsbury grade. This stretch is family friendly and gives everyone a good warm up before the climbing begins. Kingsbury grade is the perfect pass to begin the ride because it offers very wide shoulders, a steady easy grade all the way to the top, and very little wind in the morning. It's broad sweeping turns give riders an awesome view of the Carson Valley and the Pinenut Mountains and a fun descent.



Starting Out at Dawn



Sunrise on Kingsbury



Kingsbury Grade



Black Bear on Kingsbury



Daggett
Summit
ELEV 7334

First Pass: Daggett Summit



Course Description

After refueling at the rest stop on the summit and enjoying a well-earned descent back down Kingsbury grade, riders return along Foothill and turn right on Emigrant Trail. This short and easy climb doesn't count as a pass, but it's a good warmup for the pass to come and there is a rest stop at the top.



Scossas Barn in Carson Valley



Emigrant Trail Rest Stop



Course Description

Continuing from Emigrant trail, riders pass through the historic town of Woodfords and up scenic Woodfords Canyon following the route of the Pony Express trail. Turning right at Picketts Junction, riders will complete their climb to the summit of Luther pass where they will be rewarded with another rest stop.



Woodfords Canyon



Carson River in Woodfords Canyon



Picketts Junction



Luther
Pass
ELEV 7740 FT

Luther Pass



Course Description

Descending Luther pass back into Hope Valley, riders will turn right again and begin their ascent of Carson pass taking in views of Red Lake and high alpine terrain.



Hope Valley



The Last Push to Carson Pass



Climbing Carson Pass



Summit in View



View from Carson Pass



Course Description

After checking in at the Carson Pass rest stop, riders will enjoy the fun descent back down into Hope Valley, turning right onto Blue Lakes Rd.--one of the best kept secrets in all of Alpine County. Blue Lakes Road will take riders over a series of climbs and through valleys with breathtaking scenery to the next rest stop at the end of the road.



Blue Lakes Road



Meadow on Blue Lakes



Alpine Stream



Climbing Blue Lakes Road



Top of Blue Lakes Road



Blue Lakes Ponds



Course Description

A little bit of climbing and a rolling descent takes riders back out to Hope Valley and then down Woodfords canyon. Turning right towards Markleeville brings riders back to the start where lunch awaits.

The course continues down to the town of Markleeville and out to the intersection of Highways 89 and 4. Eight pass riders will stay right to begin the beautiful climb of the heavily forested Ebbetts pass.



Hwy 89



Outside Markleeville



Carson River Canyon



Starting Ebbetts Climb



Climbing Ebbetts



Climbing Ebbetts



Kinney Reservoir Near Top of Ebbetts



Ebbetts Pass



Course Description

Eight pass riders will find a rest stop at the summit of Ebbetts pass and will then descend the back side to Hermit Valley where yet another rest stop is located at the turn-around. Riders then climb the backside of Ebbetts and return to the base of Monitor after a fun descent.



Back Side of Ebbetts



Course Description

Climbing the front side of Monitor offers riders a few challenging steep grades and sweeping views of alpine meadows and Lake Heenan. A rest stop at the top of the pass marks completion of the second-to-last pass of the day.



Monitor's West Side



Monitor Rest Stop



MONITOR PASS
ELEVATION
8314
DEDICATED
9-12-54

Summit of Monitor



Course Description

The descent to Topaz on the east side of Monitor is a thrill. The road surface is excellent, the grade is sweet, and the turns are fun. Most importantly, this is safe hill to descend at night with little car traffic, great visibility, and few shadows.



Monitor's East Side



Nearing the Topaz Rest Stop



Course Description

Refuel at the Topaz rest stop for the last pass of the day. The climb is long but the grade is steady and this climb is a pleasure even after sundown. Like the backside of Monitor, the descent on the frontside is a good one for night time. From the base of Monitor riders return to the start through the Carson River Canyon on Hwy 89.



Top of Monitor after Dark



Amazing Volunteers





Results

- Eight 8 pass finishers:
 - Peter Burnett [13:55]
 - Graham Pollock [14:37]
 - Wayne Riley [14:51]
 - Reve Ramos [17:09]
 - Dan Spano [17:09]
 - Elmar Stefke [17:09]
 - Anthony Gilbert [19:15]
 - Nicole Honda [19:15]



Results (cont.)

- 7 Pass Finishers: 1
- 6 Pass Finishers: 1
- 5 Pass Finishers: 3
- 4 Pass Finishers: 14
- 3 Pass Finishers: 5
- 2 Pass Finishers: 3
- 1 Pass Finishers: 3



Results (cont.)

- Reasons cited by 8 pass riders who retired early:
 - Chills and Altitude Issues: 3
 - Medical Issues: 2
 - Mechanical Issues: 3
 - Insufficient Sleep: 2
 - Insufficient Training: 4



Scheduling

- Virtually all participants preferred June to maximize daylight and beat the summer heat
- Most who didn't ride cited the reason as needing two weeks before the Terrible Two
- A small number said that it didn't matter because they'd rely on lights and some asked to start early with lights



Scenery is Key

- Participants raved about the beauty of our course
- The 8 pass course isn't just the toughest, it's the most scenic
- Riders also commented on all the historical markers and the great quality of the road surfaces



Rider Preparedness

- A few riders weren't as prepared as they should have been
- We learned that inexperienced riders need some guidance before they show up
- We also learned that even experienced need pre-ride guidance on clothing, altitude, and course strategy



Rest Stops/Water Stops

- Rest stops were well located
- Planned water stop at base of Monitor is essential to top water for riders heading to both Ebbetts and Monitor and to enforce cut-off times



Signage

- Feedback confirmed the need for signage at all turns and crossings



Food

- Home made cookies were a big success
- Feedback confirmed the need for specialized nutrition products (i.e. Hammer Nutrition)
- Feedback confirmed the need for the full menu planned for 2009



“Fast Lane” Needed at Rest Stops

- Riders seeking to do all 8 passes need to get in and out of rest stops in just minutes, not even getting off their bikes in some cases. They rely on Hammer Nutrition products and caffeinated beverages.
- Recreational riders stop longer, they socialize more, and eat more food. Need to ensure that there is no conflict.



Communications

- Radio links to all rest stops are critical
- Mobile radio communications is desirable
- Telephone access to ride HQ is desirable



Bathroom Facilities

- Need one or more porta potties between Kingsbury and Emigrant Trail



Souvenirs Required

- Must have a commemorative jersey and possibly other items
- 2009 riders are already asking about the jersey design
- “Wild Sierra” name chosen to provide a broad array of design themes



Least Liked

- As expected, when pressed for “least liked” and “least safe” aspect of the ride, the stretches of Hwy 88 in Woodfords canyon and near the top of Carson pass were cited
- These concerns have been mitigated by:
 - Doing these stretches early in the day (relative to the Death Ride) and spreading out riders
 - Panoramas enjoyed by riders on Blue Lakes and the Top of Carson Pass



The Buzz

- Word of the new event has travelled far beyond California
- Alta Alpina members are quizzed about it wherever they go
- We already have a long list of people that are looking forward to riding 8 passes in 2009



Scheduling for 2009



Date for 2009

- Keep target riders and guiding principles in mind
- CTC requires no conflict with another CTC ride
- Considerations:
 - Scenic Beauty
 - Temperatures
 - Pass Closures
 - Hours of Daylight
 - Moonlight
 - Volunteers
 - CHP/Caltrans/
NHP/NDOT
 - Accomodations
 - Rider Conflicts
 - Before/After DR
 - Training Time



Available Dates

Date	Conflict	Other Considerations
May 30	Memorial Day	Passes may be closed
June 6	CTC Event: Eastern Sierra	
June 13		Week before Terrible Two
June 20	CTC Event: Terrible Two	Fathers Day weekend
June 27	CTC Event: Grand Tour	
July 4	Independence Day	Busy highways, CHP conflicts
July 11	Death Ride	Overlapping Course
July 18		Week after DR/before CVC
July 25	Carson Valley Classic	USCF Masters Championship
August 1	CTC Event: Mount Tam	
August 8		100° temperatures possible



Feasible Dates

Date	Conflict	Other Considerations
May 30	Memorial Day	Passes may be closed
June 6	CTC Event: Eastern Sierra	
June 13		Week before Terrible Two
June 20	CTC Event: Terrible Two	Fathers Day weekend
June 27	CTC Event: Grand Tour	
July 4	Independence Day	Busy highways, CHP conflicts
July 11	Death Ride	Overlapping Course
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July 25	Carson Valley Classic	USCF Masters Championship
August 1	CTC Event: Mount Tam	
August 8		100° temperatures possible



Feasible Dates

Consideration	June 13	August 8
Daylight Hours	✓	
Temperatures	✓	
Scenic Beauty	✓	
Volunteers	✓	
Accommodations	✓	
Vacation Conflicts	✓	
Event Conflicts		✓



Boiling It Down

- Question:
Which feasible date will provide participants the best possible experience and the best chance at achieving their personal goals?
- Answer:
June 13, 2009



Conclusion



Key Insights

- Marketing for the ride should emphasize:
 - the scenery
 - the range of challenges
 - Alta Alpina brand
- Club must emphasize its role as supporting each and every participant in achieving their personal goal whatever that might be



Focus

- Branding:
“Alta Alpina Challenge: Riding the Wild Sierra”
- Date:
June 13, 2009



Alta Alpina Challenge: Riding the Wild Sierra

- Set to become one of the most challenging and most scenic endurance rides in the world
- Will attract more cyclists to Alta Alpina territory, consistent with the club's mission
- Challenge philosophy offers an alternative to conventional pass/fail century and double century events



Supporting Materials



Question 1:

What did you like most about the course?

Thanks again for the BEST double I've ever ridden. It was absolutely gorgeous. Every inch highlighted the different beauty of the region and the history of the area (if you had time to stop and read the signs)

This ride is incredibly scenic, more scenic than any other organized ride I can think of (but I'm also partial to mountains). I can't think of a single mile that I would consider garbage filler mileage (the type of miles that get you to or connect the scenic parts, but aren't that spectacular themselves.) You're right about the road to Blue Lakes being a secret and it was a gem. The road conditions (pavement) were excellent, there wasn't anything even remotely close to Morgan Territory on DMD or the Geysers/ft. Ross-Monte Rio on the TT.

New passes to ride: Kingsbury and Luther

Layout, Pavement, Scenery - Great

The challenge was the most appealing thing

Scenery, great climbs and descents, great road surfaces, great support

Scenery

Route

Super support

Easy navigation

FABULOUS Pavement

I liked the location (High Sierra passes)

An outstanding event with a level of support that equals or exceeds any of the CA doubles.

Challenging course that rewards strong individual effort rather than simply getting into a pace-group

Great road quality

Pristine scenery

Excellent support

Light traffic

The challenge covering such a long distance with this amount of climbing. A 1st for me.

Beautiful wild flowers.

Blue Lakes Rd. very pretty and challenging.

Foothill in the morning.

The view.

Half of it is downhill!

I liked the order of the passes.

Ebbetts Pass

Blue Lakes

Great rides through areas with little traffic

I have nothing but good to say about it. I only did Kingsbury.

Good roads

Great variety and challenge

Actually I really liked starting on Diamond Valley Road (and with Emigrant Trail following in my course). It allowed for a nice scenic warmup to loosen up the muscles before the start of climbing in earnest.

The variety of the climbs and the toughness of the course.

Sunrise



Question 2:

What did you like least about the course?

Can't think of anything bad with the course

Afternoon harder than morning but afternoon is safer so makes sense.

Traffic

Traffic in the narrows climbing out of Woodfords.

No real dislikes..... The last pass on Monitor was my least favorite.

The rest stop on Monitor Pass was easy to miss (I blew right by it). Of course with hundreds of riders in a normal event that wouldn't have happened. But better signage would have helped

I'm nit picking with this one -- so don't think it's a big deal. I would start the ride somewhere near Markleeville, for two reasons. One, psychologically I personally like to end the ride with a downhill. Once the riders climb the back side of Monitor, they'll be thrilled that it's all downhill from there. Second, we had an unusually warm day up there for a test ride. Going downhill into the valley at the start would typically be a cold ride with no ability to warm up. By starting in Markleeville, the riders would at least get a bit of an uphill climb to warm their bodies before the long downhill into the valley.

All was great.

Sounds petty, but I didn't like dropping down to Blue Lakes, wish that climb had ended on a summit but I understand you needed the miles

Woodfords canyon

Traffic in Woodfords Canyon

Emigrant Trail - Prefer Carson River Road

Woodfords canyon

Heat, Missed SAG

Woodford's Canyon is narrow and has traffic -- that's not to say I won't ride it

Nothing

Backside of Monitor -- The Wind!

Nothing - I got what I expected

Nothing.

Traffic on Carson

No real complaints

The (possibly inevitable) downcanyon headwinds encountered going up Woodfords canyon.

A small patch of gravel in the first few miles

Going all the way to Blue Lakes



Question 3:

What should we change in 2009?

I really liked doing Kingsbury first. The order of passes was perfect. The volunteers were wonderful, it was THE BEST

Better rest stops/food supplies

Ability to start earlier if necessary for slower riders

Mark road turns up to Emmigrant/88 turn

Add a rest stop between Diamond Valley and Ebetts. I tked up at lunch and was OK but not everyone can do that a couple of folks ran out of stuff and bonked. Maybe if logistically possible at the hwy4/Hwy89 junction so rest stop can double to help Monitor riders

Possibly put a shade stop on Monitor. If it is hot could save some people from heat issues.

Add a lunch stop

No suggestions other than contacting Steve Born/Brian Freids(sp?) at HAMMER - Gel Perpetuem?

If there was anyway to include the lake and make it a mini loop within the ride.

See question #2

I would start the ride at 5AM (or earlier) and require the riders to use lights. That will give them more daylight in the evening when they are tired. You saw one rider leave early, ignoring the 5:30 official start. Most people want to get on the road early. Better to be using lights early while you're fresh rather than later when you're trashed.

For me, there were way too many rest stops. I would definitely get rid of rest stop #2 along Emigrant Trail and just let the riders go to the top of Luther -- it's not that much further. If you do keep all the rest stops, you should only require the riders to check it at the far end of all passes (top of Kingsbury, top of Luther, top of Carson, Lunch, Hermit Valley, Topaz). I wouldn't want to stop and give my number at every rest stop.

Keep the same format.

Consider going through South Lake on Pioneer Trail

Have contact numbers for support staff via Cellphone.

Have someone at major turns with support.

Seems OK to me though I'll probably never do all 8 passes

Seemed pretty good.

Add Water stops to both sides of Monitor

It is eady to run out of water on these 10 mile climbs

Everything seemed good - can you reduce the headwind up Kingsbury?

Allow earlier start

I think it's a great course/ride as-is.

Add a rest stop between Diamond Valley and Ebetts. I tked up at lunch and was OK but not everyone can do that a couple of folks ran out of stuff and bonked. Maybe if logistically possible at the hwy4/Hwy89 junction so rest stop can double to help Monitor riders.

Nothing

Mark the course out better

Less primitive rest stops

You weren't kidding when you said primitive.



Question 4:

What should we call this ride?

Alpine over-the-top challenge

Death and then some

AC/DC - Alpine County Double Century

Beyond Death

The hardest double century in the world

aternate death

Worlds Toughest Double Century

"Impossible Two"

(1) Resurrection

(2) Life After Death Ride

I'm not very creative. If it were me, I'd downplay it and call it something like the Alpine Double

i would call it the 'King of Doubles.'

To Hell and Back

Sierra Revenge

Suffer in the Sierras

Hardest Double in the World

Diamond Tour [hardest Gem]

The Life Ride

Live the Ride

After Death Ride.

"The After Death Ride"?

The Great Sierra As Many Passes As You Can Possibly Stand To Ride In One Day Ride

Something with "Sierra" or "Sierra Nevada" in the name

Double Diamond

Double Trouble



Question 5:

When should we hold this ride in 2009?

As close to maximum daylight as possible.

Late June

Mid June

2 weeks before Terrible Two

Last week in June

Early June

This time is good. Not too hot. Not too cold. Folk who didn't get a death ride ticket will know in plenty of time

June

Mid June is fine as long as it doesn't clash with the Terrible Two

Before because of the heat factor.

The more daylight the better. We always slow down after dark

I really like the date in June. August/September would be a little scary on light---you don't want anyone descending Ebbetts in the dark and that would really push the cut-offs. I'm a middle of the pack rider and I hit the base of Monitor at 6pm. This was the perfect weekend.

Either the 1st or second weekend in June. It should also be a stage race double

i would definitely keep it at this time of year or possibly a week or two later (at the most). don't worry about conflicting with the terrible two. competition is healthy and the cream rises to the top. i rode the terrible two in 2006 (a relatively hot year and my first double) and that TT was easier than your ride. it is also not nearly as scenic. i rode devil mountain last year and it was harder than the alta alpina double.

i can't imagine what the alta alpina ride would be like with hot temperatures (consistent 90's and into the 100's), since most of the course (except parts of ebbetts) is really exposed. we did hit low 90's during lunch and my polar topped out briefly at 97 a few miles past markleeville. holding this ride later during the summer would be several notches harder than the terrible two, which only gets the heat between the geysers (and even that's not that bad) and the front part of skaags. sure skaags can fry severely, but it's a relatively short distance.

thus my recommendation would be to have the ride when temperatures are moderate and days are long

This is a good time of year.

End of June

About this time.

Lots of Daylight -- June is best

No opinion

Obviously for the hardcore riders, more light is needed - but closer to June 21 would make it even hotter!

June is a good month.

Hold the ride a little earlier in the year to avoid too much heat

I think this time of year w/maximal daylight works well. And not too hot yet. But some locals have not had too long of a riding season yet and don't have the miles under their belt for a double century. Most double riders will probably be Bay Area folk if we do it in June.

Most riders will ride in the dark for some time anyway--only muants will finish in daylight so fall could work. Sometime in late July would be great - still plenty of light, no other doubles to conflict with, typically cool at that elevation so heat shouldn't be a problem, well past the Death Ride.



Question 6:

What would you like to see at rest stops?

The rest stops needed Sustained Energy/Perpetuum and Hammer Gel. A good source of calories. Lunch and the post ride meal were great. The soup and hot dogs on both sides of Monitor were great. Also great was the frequency of cold drinks and the juice.

Have enough Coke, V-8 for all riders Have orange slices, PB+J sandwiches, apples, etc.

V8, Coke, peanut butter and jelly sandwiches,

A few more vegetarian options on the second half of the course Everything else was great.

Gu or HammerGel More Fruit

HAMMER Gel Perpetuem

Hammer nutrition

Full range of Hammer products -- Endurolytes, Sustained Energy, Hammer Gel in multiple flavors, Heed

Cokes at every rest stop. There were no cokes at Topaz -- where it was hot!! You need cokes at that rest stop.

They were very well stocked. No Changes.

More salty food, more real food! I needed something more real at the back side of Ebbett's. Maybe potatoes, cheese and cracker packets or pbj sandwiches, something not sweet.

More fruit: Strawberries Cantaloupe Red potatoes

Gels Cold Cokes / Pepsis

Shot packets

I *really* liked the items you had this year. Others would want fresh fruit.

More Coke

Goo or other sweets

Ramen Noodles

Coffee or Hot Cocoa Early on

Water!

Clif shot and frosted animal crackers - Sugar

Cyto, Clif Shots, Clif Bars

The food was fine

Some Cliff Shots, or the like - better energy for recovery than cookies!

Oranges, Apples

Too much sweet

Not enough sodium

Rest stops were pretty well stocked. Perhaps you could have had more ice for water bottles

Everything was great-just the stuff I needed.

Powerbar or Hammer products (but not really important)

Pepsi



Question 7:

Should we add any rest stops or water stops?

Perhaps one between lunch and Ebbetts summit

Water 1/2 way up ebbetts front side is helpful

Only on monitor

Yes, bottom of Ebbetts front

Water Stop at Picketts Junction

Not on first loop

Add a water stop midway on Ebbetts.

See question #3

Add one water stop between lunch and the top of Ebbetts.

A light rest stop at the junction of Monitor and Ebbetts would be perfect. You could catch it coming across to Ebbetts and then before Monitor.

Toilet at bottom of kingsbury

Porta-potty between diamond valley and kingsbury

Porta potty a base of Kingsbury

Water at Picketts

They were perfectly spread

Yes

Seems OK

Yes, between school and Ebbetts

Yes. On both sides of Monitor. With over 150 miles in your legs, these climbs take a while and it is easy to run out of water.

There were enough for me.

Yes, about every 20 miles

Beginning of Monitor

I did the 4-pass option. Rest stops were well placed.

Between Diamond Valley and Ebbetts

A stop between the bottom of Monitor and Ebbetts.

No



Question 8:

Were there any sections that seemed unsafe?

Nothing unsafe

Seemed safe overall

Not really

No

Not really

No

Nothing was unsafe in this test ride, but throw hundreds of riders on the course and everything changes. You know how it is on the Death Ride -- no problems on Monitor or Ebbetts because they close off the roads. Carson Pass, in my opinion, is insane on the Death Ride -- thousands of riders contending with frustrated drivers and lots of Winnebago's, SUV's with boat trailers, logging trucks, etc. Plus a lot of those riders are not in great shape so they are stopping on the side of the road to rest, or riding side-by-side and chatting along the way. I don't think you'll have any problems on Ebbetts or Montior because, like the test ride, a lot of folks will call it a day at lunch. I would place 'single file' signs along Kingsbury, Luther, and Carson in an attempt to alleviate road rage incidents.

Only if the ride attracts 2000 people!

Only Carson is yucky, and I don't think it's really unsafe, just too much traffic. It was actually much lighter traffic in the morning.

No

No

Woodfords canyon

Woodfords is least safe.

Dedicated SAGs to slow traffic?

Just lack of water

See #2 - Not much can be done

Other roads are good - Nice sholders, smooth pavement--which is abnormal for California

No

Lack of water on Monitor.

Not where I rode.

No.

Carson pass is the least safe but one of the nicest views. I don't mean that the course needs to be changed but just to let you know my observation. I'm not familiar with the traffic patterns there, so I can't be too helpful with recommendations. The biggest problem I saw was that the road had a lot of cracks and potholes and sometimes, in avoiding the cracks or holes, riders went into the street more. If there are more riders, I believe the drivers will be more mindful. Maybe higher gas prices would help, too.

No safty problems come to mind

Only if there is a rider option to turn L on Blue Lakes Road across traffic.

There was a lot of glass on Kingsbury Grade

Woodfords Canyon is least safe



Question 9:

Any general comments/observations?

In my opinion, this would be the top double century on the Triple Crown circuit. It has everything to attract the elite riders, particularly if Chuck includes it in the 'stage race' series. Although I was not in 'double' shape it was a most magnificent ride. Having done the deathride multiple times (9:03ride/9:38overall in 2006) I knew what to expect, but was pleasantly surprised at how much nicer the riding was with just a few people rather than thousands. It would be good to keep it that way. The weather, temps, ride support, and logistics were perfect from my standpoint. Absolutely no complaints! You guys did a great job!

Thanks for the event, organization, etc.

This is much more challenging/demanding than the Death Ride, Kaiser, Breathless Agony, Everest Challenge.

I think its future is bright!

Great ride, sure to be a classic

The man at the top of Ebbetts was fantastic. I bonked and he put me in a blanket and ran the heater in his car.

Excellent Ride! Thank You

Excellent course design

Could be a fantastic event. I really like the opportunity to select your ride from a larger course option.

Because this is a very challenging ride you will not get a lot of riders to complete all eight passes. You will get some real tough riders that will try but they will be out very late. There is several ways to look at this ride. I like the 8 pass ride concept especially if it gets on the Triple Crown circuit.

It was a great ride I would definitely return to ride the course again. I would also love to get a T-shirt and/or Jersey if you get those available.

I'm very excited for my friend Nicole to be the 1st and only female to finish this ride. That will last for at least a year!

OK, I shared my concerns about opening the ride up to 2000 people, but I wasn't at my most coherent. I have 2 major issues 1) rest stop/support availability 2) Road safety

As I mentioned, this is a really hard ride and the doubles riders will be pushing like crazy. It will be very difficult to have crowded rest stops, 50 people deep lines at lunch and at every porta potty, and having the rest stops run out of critical supplies. Also, with a big crowd, the road conditions become unsafe, with too many people on the road, descending or ascending into oncoming traffic. Anyway, thanks for an absolutely fabulous event, it was wonderful and I can't say enough nice things about it. And I look forward to being a club member, maybe I'll have to move up there to get all my club benefits:)

Great job Volunteers!!

I liked it even though I ride the roads every day.

Absolutely beautiful ride

SAG should be longer. Let slow riders know to start earlier.

Support crew was super.

A challenging ride with awesome scenery and good food. Fix the water stops and it would be perfect.

Great fun - I hope to be able to do more passes next year!

Great Ride. Very well organized.

Superb support at rest stops

Very well organized - impressive logistical juggling! Cheers!

Have elevation info at rest stops



June 14 Cue Sheet

Turn	AT	Go	Note
Toilet	0.0		Start: Diamond Valley School (4:30am - 2:00am)
R	0.0	6.6	Diamond Valley Rd
S	6.6	4.5	Cross 88 to Foothill Rd. (becomes Frederickburg)
L	11.1	5.4	Foothill Rd./NV-206 (towards Kingsbury Grade)
L	16.5	7.9	Kingsbury Grade / NV-207
Toilet	24.4		Kingsbury Grade Rest Stop (6:30am - 11:00am)
U	24.4	7.9	Kingsbury Grade / NV-207
R	32.3	5.4	Foothill / NV-206
R	37.7	3.7	Fredericksburg Rd. (becomes Foothill Rd.)
R	41.4	3	Emigrant Trail
Toilet	44.4		Emigrant Trail Rest Stop (7:00am - noon)
S	44.4	0.2	Emigrant Trail
R	44.6	5.2	CA 88
Toilet	49.8	1.3	Campground
R	51.1	2.6	CA 89 (towards Tahoe)
	53.7		Luther Pass Rest Stop (8:00am - 1:00pm)
U	53.7	2.6	CA 89
R	56.3	0.2	CA 88
Toilet	56.5	7.8	Small Parking lot with toilet
Toilet	64.3		Carson Pass Rest Stop (9:00am - 2:30pm)
U	64.3	5.5	CA 88
R	69.8	12	Blue Lakes Rd. (Careful -- don't miss this turn!)
Toilet	81.3		Blue Lakes Rest Stop (10:00am - 4:00pm)
U	81.3	12	Blue Lakes Rd.
R	92.8	8.3	CA 88
R	101.1	0.5	CA 89 (towards Markleeville)
L	101.6	0.5	Diamond Valley Rd
	102.1		Lunch: Diamond Valley School (4:30am - 2:00am)

Fold

	102.1		Lunch: Diamond Valley School (4:30am - 2:00am)
L	102.1	0.2	Diamond Valley Rd
L	102.3	0.2	Diamond Valley Rd
L	102.5	10	CA 89 (towards Markleeville)
S	112.7	2.4	CA 4 (towards Lake Alpine)
Toilet	115.1	5.1	Centerville Flat
Toilet	120.2	5.5	Campground
	125.7		Ebbetts Rest Stop (noon - 8:00pm)
S	125.7	5.7	CA 4 (towards Lake Alpine)
Toilet	131.4		Hermit Valley Campground Stop (noon - 7:00pm)
U	131.4	5.7	CA 4 (towards Markleeville)
	137.1		Ebbetts Rest Stop (noon - 8:00pm)
S	137.1	11	CA 4 (towards Markleeville)
Toilet	147.7	2.4	Centerville Flat
CUTOFF	150.1	6:00pm	Must have lights on bike or waiting at top
CUTOFF	150.1	8:00pm	Must have lights on bike to begin climb
R	150.1	7.6	CA 89 (towards Topaz)
Toilet	157.7		Monitor Rest Stop (1:00pm - 1:00am)
CUTOFF	157.7	10:00pm	Do not proceed to Topaz after 10:00pm
S	157.7	9.9	CA 89 (towards Topaz)
Toilet	167.6		Topaz Rest Stop (1:00pm - 11:00pm)
U	167.6	9.9	CA 89 (towards Markleeville)
Toilet	177.5		Monitor Rest Stop (1:00pm - 1:00am)
S	177.5	7.6	CA 89 (towards Markleeville)
R	185.1	10	CA 89 (towards Markleeville)
R	195.3	0.2	Diamond Valley Rd
R	195.5	0.2	Diamond Valley Rd
	195.7		Finish: Diamond Valley School



June 14 Club Ride

Rider
John Doe

Emergency Contact

Jane Doe
(415)555-1212

Start Time Mileage Climbing	Kingsbury Time Mileage Climbing
Emigrant Time Mileage Climbing	Luther Pass Time Mileage Climbing
Carson Pass Time Mileage Climbing	Blue Lakes Time Mileage Climbing
Lunch Time Mileage Climbing	Ebbetts Time Mileage Climbing
Hermit Valley Time Mileage Climbing	Ebbetts[2] Time Mileage Climbing
Monitor Time Mileage Climbing	Topaz Time Mileage Climbing
Monitor[2] Time Mileage Climbing	Finish Time Mileage Climbing

Fold



Elmar's Ride Report

I'm not sure how that email invitation found its way into my inbox, but it sure sounded enticing: 'test ride a new double century for the Alta Alpina Cycling Club!'

The course would be the Deathride in reverse for the second half plus another 3 passes, 70 miles, and 5000+feet for the first half. More elevation gain than the Devil Mountain Double or Terrible Two. Altitudes ranging from 4700' to 8700' – spectacular alpine scenery, beyond comparison.

Last year it would have been easy to say yes in less than a heartbeat, but this year was different. I'd been racing and putting in two hours of intervals on a trainer plus a 50-60 mile race or road ride on most weeks. I had only done a handful of rides that would normally be considered on the shorter side of long distance training rides. A very windy New Year's Day ride with Tom Milton and the LA Wheelmen, a couple of rounds of my very own Sweet Terrible One, including one where HW kicked my butt up and down the hills. Then there was the hotter than hell Mt. Diablo crawl on the day of the Davis Double. Not much distance training beyond that.

Last year 50 miles was truly a short ride and it had to be well over a century with a bunch of climbing or headwind for me to consider it long. Brevets, doubles, and 100+ mile training rides were weekly standards. Now 50 miles was a long ride and 100'/mi felt like a real workout. Any sort of wind in my face left me looking for a draft. Sadly, I felt more at home powering a roller at max. effort than slogging it out all day.

Would this lack of training suffice for what promised to be the hardest of all double centuries? Two weeks of lead-time wasn't enough for any serious training and even the race training I had done earlier had tapered off since my last race, a 30-minute criterium in May - the antithesis of long distance cycling! I wavered back and forth until Tuesday before the actual event and committed with a heavy heart. Knowing that this was a test ride, where one could do as many or few passes as one liked without the specter of "DNF" hanging overhead certainly helped in my decision.

The drive up to South Lake Tahoe was uneventful, which was good since I had serious concerns about the 'Duckling' making the distance. It is a Honda, but it does have 250K miles and a bad vacuum advance... At the motel I promised myself some early sleep, only to stay up late in order to watch '300' – even at midnight there was no sleep as I could hear my next door neighbor through paper thin walls. Forgetting ear plugs came at a price.

3:30AM: I start slathering on copious quantities of sunscreen, while simultaneously devouring a couple of whole wheat bagels, milk, and water. Out the door at 4:10AM I make it to Woodfords by 4:50 and am happily rolling along in a random group of six by 5:04AM. It turns out that group contains Peter Burnett and Graham Pollock. I had done a bunch of DBC brevets with Peter and we both started PBP in the 84-hour group and finished around the same time (Peter rode a fixie!!!). I rode in the lead group with Graham on last year's SFR 400k and also knew him from some of the doubles. Both can hammer for endless hours and I knew my day would be long enough even without trying to stick with them...



Elmar's Ride Report (cont.)

We approached Kingsbury grade in the glow of a beautiful sunrise over the Nevada mountains to the East. It's a quite manageable mountain, with sustained climbing in the 6-7% range. Midway, Peter pulls ahead and Graham flats. I continue with Nick, who's riding a single speed. At the top (Daggett's Pass) we check in at the rest stop and start back down the hill. Going 45mph I catch a gust of wind in my bladed Ksyriums and the front wheel wobbles like crazy. I brake on the rear, but gripping the brake makes things worse. I imagine impending doom. Ease off the bar, out of the saddle, gently brake again. Pinch the top tube. After a few eternities and passing the center line the wobble stops and I gingerly continue. Slow descents are in order for the remainder of the ride. At the bottom of the hill I stop and get rid of arm and knee warmers, dropping and breaking my sunglasses in the process. Ahhh, that's what the extra wraps of electrical tape on the handlebars are for...

Graham is back and we hit the Emigrant Trail rest stop on our way to Luther Pass. The rest stops are simple, but effective, stocking bagels, delicious cookies, bananas, and Cytomax. Going up the hill toward Pickett's Junction Graham slowly pulls away from me and I pull away from the single speed. There will be no chasing on my part today – I'm just trying to survive and finish. Every rider has to ride at his/her own pace. I feel the lack of sleep and the altitude. My eyes have that hollow burning feeling and I'm tired. I know these feelings come and go throughout long rides, but it's always more fun to ride on a high than on a low. The gap to Peter has grown and continues to do so with every subsequent pass.

Luther and Carson go by in a blur before I head South on Blue Lakes Rd. – It's a bit of a false flat, but the scenery is beautiful. Lush, green meadows with granite rock outcroppings and colorful flowers. One could almost be deceived into thinking that we're not having a drought. There is a bit of a climb, but it's really benign. After the rest stop I turn around and head back, ignoring the ominous 9% grade (uphill) sign and settling in for the long downhill to the lunch stop in Woodfords.

At lunch I briefly consider calling it a day. It's hot, relaxing, I've just cowed down a huge turkey sandwich, and the car is right there. It takes a few moments to get a grip on my vagrant thoughts and I retrieve the front light from the Duckling. Even with long daylight hours I may not finish this one before dark. The approach to Ebbetts is feels long and hot, but the climb is merciful. I go down the backside and hook up with Dan and Reve at the Hermit rest stop. After riding by myself since before Pickett's this is a welcome change. The pace is benign and for the most part (I consistently got dropped on the downhills) we stay together.

The West side of Monitor is a bit of a bear. It feels so much easier at the start of the Death Ride, when one doesn't have over 14,000' of climbing and 150+ miles in one's legs. We crawl up the mountain and despite Dan's promises of calming winds I get pummeled going down the East side. We briefly stop at Topaz and head back up the hill. Last pass - this ride is in the bag! Wow, there's a rider coming down and a few minutes later another. It's the couple with masks over their faces (supposedly that helps with humidifying the air you breathe in prolonged dry conditions – I'd rather cough a bit for a few hours). Good for them! We thought we're the last ones. Reve smells the summit rest stop and takes off, Dan and I pose for a SAG video. We near the top at dusk and head for Inge's RV at the summit. Cup-O-Noodles makes a wonderful meal and we stretch and relax in the RV. There's no hurry...



Elmar's Ride Report (cont.)

The final big descent is uneventful. It's cool, but my Ziplock knee warmers and a borrowed jacket do the trick. There's still a bit of wind, but Dan and Reve aren't hammering down the hill and are blocking for me. We've got SAG lighting up the night in front of us and are homeward bound...

There were 39 riders who participated in the test ride and 8 of us who finished all 8 passes. Peter came in around 14 hours (a bit less I think), which is an amazing ride considering the distance, altitude, and elevation gain. My Polar stats showed: 198.1 miles, 20161 feet, 14:37 ride time, 17:09 overall time. IMHO this ride is significantly harder than the Terrible Two and harder than Devil Mountain. I haven't done the Everest Challenge, but even that doesn't approach anywhere near the single day elevation gain or distance of this double.



Virtual Ride by Wayne Riley

- [Virtual Ride](#)
- GPS Data
- 59 Photos



Wayne Riley's Videos

- [Early Morning Descent of Kingsbury Grade](#)
- [Luther Pass Descent](#)
- [Carson Pass Descent](#)
- [Blue Lakes Descent](#)
- [Ebbetts Pass Descent-Back Side](#)
- [Ebbetts Pass Descent-Front Side](#)
- [Monitor Pass Descent - Back Side](#)
- [Monitor Pass Descent - Front Side](#)



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